How Two Roads Keep Special Cars On The Go

January 5, 1959

RAILWAY AGE *weekly*

M 13389

Political Reality AND THE Passenger Business

The Case for Government Assistance

A SPECIAL REPORT

60 cents A Simmons-Boardman TIME-SAVER Publication

Coupler repair parts from National

keep couplers operating better . . . longer

AAR Standard Type E Coupler Parts

Knuckle No. E50

Knuckle Thrower No. E30

Lock No. E40

Knuckle Pivot Pin No. C10

Top Lock Lifter Hole Cap No. E2 Malleable Iron

Top Lock Lifter Hole Cap No. E2-A Pressed Steel

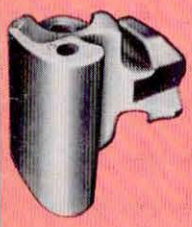
Top Lock Lifter Assembly No. E6-A

Articulated Rotary Locklift Assembly— Single No. E24A

Articulated Rotary Locklift Assembly— Double No. E25A

Note: When ordering Lock Lifters for either top or bottom operated couplers, the complete assembly of lifter parts should be specified.

AAR Alternate Standard Type F Interlocking Coupler Parts



Knuckle No. F51

Knuckle Pivot Pin No. C10

Lock, No. F41

Pin Bearing Block, No. F65 and Pin Bearing Block Retaining Spring, No. F66

Knuckle Thrower No. F31

Rotary Locklift Assembly No. F7

Rotor, Single No. F8

Rotary Locklift Assembly, F7 and Single Rotor, F8 Assembled

AAR Standard Type H Tightlock Coupler Parts

Knuckle No. H50-B

Lock No. H40-A

Knuckle Pivot Pin No. C10

Support Pin No. C2

Rotary Lock-lift Assembly, Double, No. H16-A

Knuckle Thrower No. H30-A

Rotary Lock-lift Assembly, Single, No. H15-A

AA-9098

the railroads are moving ahead with NATIONAL SPECIALTIES

Ask your National representative for a copy of National's Illustrated Coupler Parts Catalog No. 12858 or write direct.

NATIONAL MALLEABLE and STEEL **CASTINGS COMPANY**

Established 1868

COUPLERS • YOKES • DRAFT GEARS • FREIGHT TRUCKS • JOURNAL BOXES

PRI MEMBER

Railway Division Headquarters
Cleveland 6, Ohio

International Division Headquarters
Cleveland 6, Ohio

CANADIAN SUBSIDIARY
National Malleable and Steel Castings Company of Canada, Ltd. • Toronto 1, Ontario

Heat-treated Rails Star on the Lackawanna

Here is one of many formidable curves on the "Route of Phoebe Snow" through Pennsylvania's Pocono Mountains. At this point, the curve is 8 degrees 30 minutes, the grade about 1.6 pct, and the superelevation is 6½ in. Length of curve is approximately 3000 ft. Quite an ordeal for the rails when a heavy drag thunders through!

With this in mind, the Lackawanna in 1953 laid standard control-cooled rails on the westbound track (right), and Bethlehem heat-treated control-cooled rails on both high and low sides of the eastbound track.

When the above photograph was taken last November, one of the railroad's engineers observed that the standard rails would have to be replaced this Spring, while the heat-treated rails looked good for several more years of service. Even allowing for the higher initial cost of heat-treated rails, the Lackawanna thus stands to realize a substantial saving at this installation.

Not surprising to us at Bethlehem, of course. We have been in on quite a number of similar cases on major railroads across the land. We see a shining future for heat-treated rails, and for the roads that use them. We shall welcome the opportunity to look into this future with you. Just get in touch with our nearest office, or drop us a line at the address below.

BETHLEHEM STEEL COMPANY
BETHLEHEM PA.

On the Pacific Coast Bethlehem products are sold by Bethlehem Pacific Coast Steel Corporation. Export Distributor: *Bethlehem Steel Export Corporation*

BETHLEHEM STEEL

BETHLEHEM STEEL

How to profit from The Transportation Act of 1958

Pay for a new automatic classification yard with the money it saves you!

The VELAC® Automatic Classification Yard System materially reduces operating cost, maintenance and damage to cars and lading.

BETTER CAR UTILIZATION. VELAC System—Union Switch & Signal's completely automatic classification yard system—speeds cars through classification far faster than ever before. It gets valuable freight cars out on the road where they make money for you. It drastically reduces the amount of time a car must wait to be made up into a revenue-producing train.

LOWER OPERATING COST. Naturally, the faster you can classify a car, the less it is going to cost to classify—all other things being equal. But other things aren't equal with the VELAC System—they are far *better*. Cars are weighed, their speed is measured, rolling friction and all other elements that affect yard operation are handled much more precisely and safely when they are handled automatically by the VELAC System.

LESS DAMAGE. As a result of closer automatic control, cars are coupled *gently*. Damage to lading during classification is practically eliminated. And damage claims are reduced. That saves you money, lots of money, every day that the VELAC System is in operation for you.

LESS MAINTENANCE. Easier handling of cars cuts wear and tear on *cars* too . . . reduces the need for car maintenance . . . keeps them rolling longer, as well as more often. Equipment that is part of the VELAC System, of course, is built by Union Switch & Signal to perform in the rugged and reliable way that all railroad equipment must perform . . . to stay on the job with a very minimum of maintenance.

PAYS FOR ITSELF, THEN PAYS YOU. All these benefits of a VELAC Automatic Classification Yard System help to save you money. The system actually pays for itself in a few years out of these cost savings. And then it continues to save you money . . . and brings in more business because it helps you speed deliveries.

NOW IS THE TIME! Now that financing is available for railroad modernization through The Transportation Act of 1958, you can no longer afford to wait. You need the VELAC System now; you need the money it can save you; you need the extra business it will permit you to solicit and *get!* Get the full story from any Union Switch & Signal Representative.

"Pioneers in Push-Button Science"

UNION SWITCH & SIGNAL

DIVISION OF WESTINGHOUSE AIR BRAKE COMPANY

SWISSVALE, PENNSYLVANIA

NEW YORK • PITTSBURGH • CHICAGO • SAN FRANCISCO

RAILWAY AGE *weekly* January 5, 1959 • Vol. 146, No. 1

Week at a Glance

Departments

Current Questions 21
Financial 30
Freight Car Loadings 27
Freight Operating Statistics .. 24
New Equipment 27
People in the News 31
Railroading After Hours 22
Railway Market 27
Supply Trade 31
The Action Page 34
This Month 31
Watching Washington 10
You Ought to Know 32

Editorial and Executive Offices
● **New York 7, 30 Church St.**
JAMES G. LYNE, Editor
ROBERT G. LEWIS, Publisher
Executive Editor .... Joe W. Kizzia
Managing Editor ..... Fred C. Miles
News Editor ..... Luther S. Miller
TrafficTransportation .. G. C. Hudson
Mechanical
C. L. Combes F. N. Hauser, Jr.
Signaling & Communications
Robert W. McKnight Robert J. Barber
Associate Editors
R. H. Craib Harry M. Grayson, Jr.
Librarian ..... Edith C. Stone
Editorial Assistant ..... June Meyer
Art Director .... Russell F. Rypsam
Design and Layout ... Joel Petrower
● **Chicago 3, 79 West Monroe St.**
Western Editor .. Wallace W. Abbey
Regional News ..... Gus Welty
Mechanical .... Norman E. Gillespie
Engineering ..... M. H. Dick
R. E. Dove E. W. Hodgkins, Jr.
Purchase & Stores .... R. M. Schmidl
Signaling & Communications J. H. Dunn
Editorial Assistant ... Wanda Brown
● **Washington 4, National Press Bldg.**
Washington Editor .. Walter J. Taft

Railway Age, established in 1856, is indexed by the Industrial Arts Index, the Engineering Index Service and the Public Affairs Information Service. Name registered in U.S. Patent Office and Trade Mark Office in Canada. Published weekly by the Simmons-Boardman Publishing Corporation at 440 Boston Post Road, Orange, Conn. Second-class postage paid at the Post Office at Orange, Conn. James G. Lyne, chairman of the board; Arthur J. McGinnis, president and treasurer; F. A. Clark, vice-president and secretary; George Dusenbury, vice-president and editorial and promotion director.

ICC warns of small car fleet ..... p. 8

Dangerous situation could result, says Commission's 72nd annual report. Eleven legislative recommendations for 1959 include three new proposals.

How special cars build business p.18

Railroads are more and more tailoring their service to meet the special needs of industry. The tailoring is done with special equipment. Here's how two railroads use special cars to satisfy their customers' needs.

CPR employees help cut costs p.26

Workers at the road's Angus locomotive shops acted to develop and build a machine that reclaims worn diesel gears. The machine, built of parts from obsolete machine tools, paid for itself in six months.

Three Western roads cut fares p.28

Rock Island is slashing round-trip first class fares by 22 per cent. Burlington and Katy are following along on routes competitive with the RI.

Special Report:

Political Reality

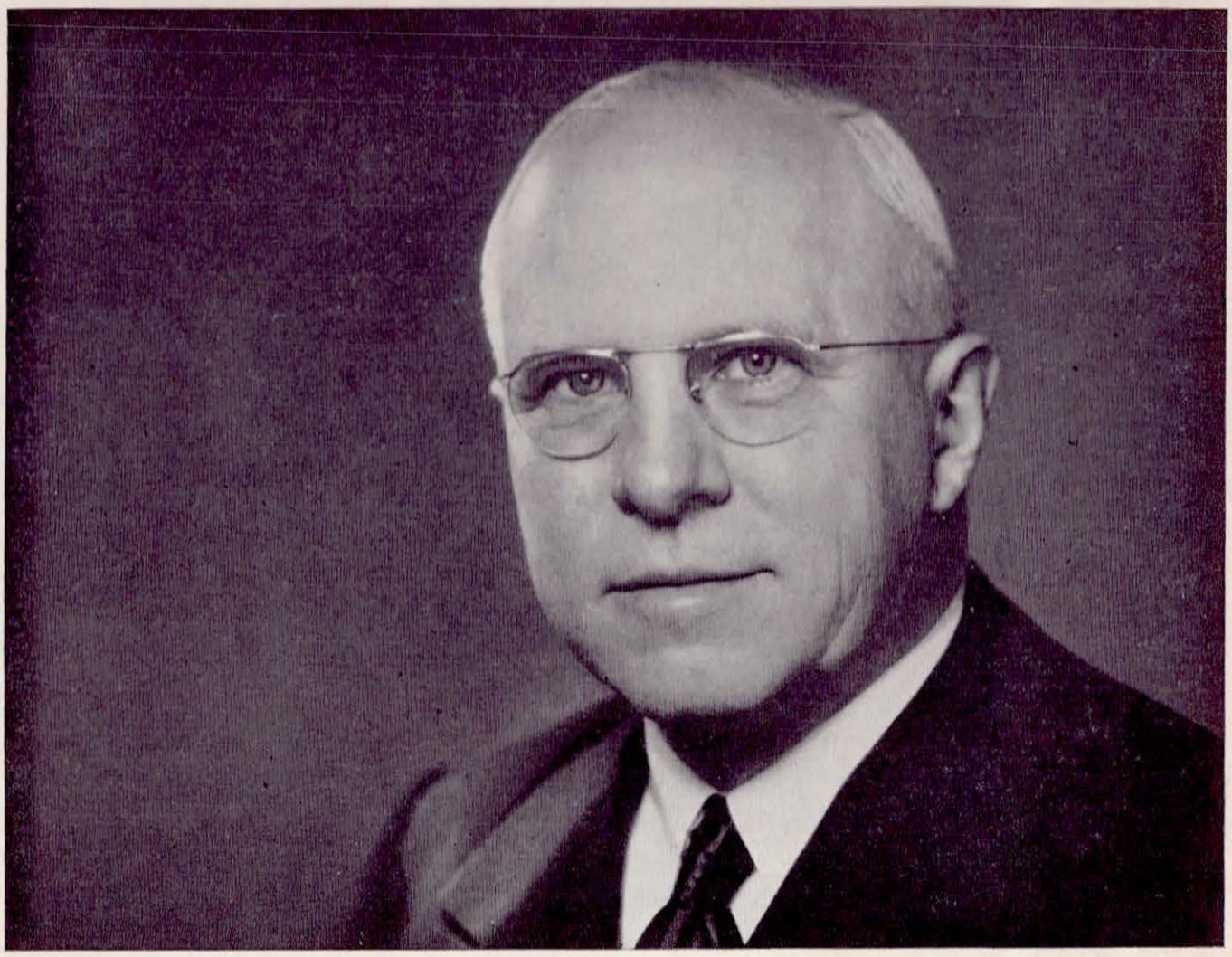
and the

Passenger Business

The Case for Government Assistance

The "national interest" promoted highways, airports and waterways. It must now promote the railroads. Although railroads have bitterly fought government encroachment on free enterprise, transportation is regulated and subsidized up to its ears. It is imperative that some sort of balance be reached among the various branches of transportation. The balance will not be reached by penalizing other forms of transportation the way railroads have been penalized. The answer will have to come from the same source that created the problems. The situation is assessed in a railway age special report beginning on page 12.

Cover photograph by Ewing Galloway.



"Every effort we put into the SAVINGS BOND PROGRAM will be richly rewarded..."

a statement by ***Julian B. Baird,*** *Under Secretary of the Treasury*

"America's great productivity has been made possible by the willingness of Americans to save a part of their incomes for investment in productive enterprises. The Payroll Savings Plan of the Savings Bond Program implants and helps to sustain the habit of regular savings, and this benefits our whole economy as well as each individual saver.

"We need savings as a continued affirmation of our way of life. The right to build up personal savings and to choose individually our savings objectives is one of our cherished freedoms.

"I am convinced that every bit of effort we put into Savings Bond promotion as part of a broad thrift plan will be richly rewarded in the contribution we shall be making to the strength and security of our country in this critical period."

THE U. S. GOVERNMENT DOES NOT PAY FOR THIS ADVERTISEMENT. THE TREASURY DEPARTMENT THANKS, FOR THEIR PATRIOTISM, THE ADVERTISING COUNCIL AND THE DONOR BELOW

RAILWAY AGE

Week at a Glance CONT.

Current Statistics

Operating revenues, ten months	
1958	$7,915,861,843
1957	8,849,242,926
Operating expenses, ten months	
1958	6,264,212,714
1957	6,887,241,951
Taxes, ten months	
1958	795,205,668
1957	935,034,011
Net railway operating income, ten months	
1958	602,964,606
1957	799,405,232
Net income estimated ten months	
1958	450,000,000
1957	620,000,000
Carloadings revenue freight	
Fifty weeks, 1958	29,203,629
Fifty weeks, 1957	34,500,236
Freight cars on order	
December 1, 1958	27,962
December 1, 1957	59,194
Freight cars delivered	
Eleven months, 1958	38,058
Eleven months, 1957	92,891

Advertising Sales Department

Duane C. Salisbury—vice-president, director of sales

New York 7, N. Y., 30 Church st., WOrth 4-3060
J. S. Vreeland—vice-president; F. T. Baker—district manager; J. C. Lyddy; W. E. Glasby

Chicago 3, Ill., 79 W. Monroe st., RAndolph 6-0794
J. R. Thompson—vice-president; J. W. Crossett—district manager; J. D. Dolan—district manager

Cleveland 15, Ohio, 1501 Euclid ave., MAin 1-4455
H. H. Melville—vice-president; H. M. Blunt—district manager

Philadelphia, Pa., Jericho Manor, Jenkintown, Pa., TUrner 7-4526
W. E. Glasby—district manager

Pittsburgh 19, Pa., Suite 203, Carlton House GRant 1-8186
C. J. Fisher—district manager

Atlanta 9, Ga., 22 Eighth st., N. E., TRinity 2-6720—J. S. Crane

Dallas 19, Tex., 3908 Lemmon ave., LAkeside 2322—Joseph Sanders

Los Angeles 17, Cal., 1151 W. Sixth st., HUntley 2-4000
Fred Klaner, Jr.; B. J. Erickson

Portland 5, Ore., 1220 S. W. Morrison, CApitol 7-4993—L. B. Conaway

San Francisco 4, Cal., 244 California st., GArfield 1-7004—Lewis Vogler

London E. C., 1 Eng., 8/9 Clerkenwell Green Sibley-Field Publishing Co., Ltd.

Frankfort am Main (16), West Germany Wittelsbacher Allee 60
Georg J. Linder, Continental European Representative

Subscription to railroad employees only in U.S. possessions, Canada and Mexico, $4 one year, $6 two years, payable in advance and postage paid. To railroad employees elsewhere in the western hemisphere, $10 a year, in other countries, $15 a year. Single copies 60c except special issues. Address all subscriptions, changes of address, and correspondence concerning them to: Subscription Dept., Railway Age, Emmett St., Bristol, Conn.

Circulation Dept.: R. C. Van Ness, Director of Circulation, 30 Church St., New York 7, N. Y. POSTMASTER—SEND FORM 3579 to EMMETT ST., BRISTOL, CONN.

CNR planning passenger experiments p.29

President Donald Gordon has named a special committee to institute pricing and service reforms in an effort to bolster passenger traffic.

Shippers back new paint rate p.30

Two companies say they'll increase rail shipments substantially if suspended "incentive" tariff wins the ICC's approval.

The Action Page—Stop creeping nationalization—Now! p.34

Nobody dislikes socialism any more than railroaders do. Railroads, however, face the practical problem of surviving and thriving in a socialistic environment. The only way they can do it is to insist on being paid for every service they perform —for communities and government, as well as individual customers.

Short and Significant

Further withdrawals from Railway Express . . .

appear to have been averted—at least temporarily. Following the New York Central's announcement that it would withdraw from its Express contract effective Jan. 1, 1960, it was reported that other major carriers had agreed to take no action until April 30. Meantime, western roads can be expected to continue their efforts to prevent other major eastern carriers from pulling out of REA.

Railway labor unions will take a dim view . . .

of any moratorium agreement in negotiations this year. For labor to approve any such pact, one union chief commented, the moratorium would have to be limited strictly to general rates of pay. Brotherhood leaders have objected strenuously to interpretations of the present moratorium as covering job stabilization demands.

A 5.9 per cent increase in carloadings . . .

in the first quarter of 1959, compared with the same period in 1958, is predicted by the 13 Regional Shippers Advisory Boards.

The BLF&E hasn't quit yet . . .

in its fight to return the firemen to freight and yard service on Canadian Pacific. The union has asked for appointment of a conciliation board in a contract dispute which now seems to involve chiefly the fireman issue. In view of the BLF&E's retreat on CPR last summer, some observers find it hard to see what the union hopes to accomplish—except, perhaps, to maintain a position in the face of Canadian National and (probably) U. S. road attempts to follow CPR's lead.

ICC Warns of Small Car Fleet

Commission's annual report says dangerous situation could result from continuance of last year's trend in orders and retirements. Three new proposals among 11 legislative recommendations.

► **The Story at a Glance: Continuance of last year's trend in orders and retirements "will in time reduce the freight-car fleet dangerously," the Interstate Commerce Commission warned in its 72nd annual report.**

The warning went on to note the increase in the number of unserviceable cars, and to say that "a rapid increase in business could result in an acute car shortage with results detrimental to the railroad industry as well as to the general economy."

The report made 11 legislative recommendations. Only three of them are entirely new.

The ICC's new legislative recommendations include a call for repeal of the Interstate Commerce Act provision which exempts from regulation the transportation by water of commodities in bulk. Another calls for repeal of provisions of the 1916 Mail Pay Act under which the Post Office Department has been demanding information, which the Commission "does not have and cannot feasibly obtain," about express operations of the railroads.

The provisions authorize the Postmaster General to ask for information as to railroad rates paid by express companies, and to call for rates on a like basis for the transportation of mail, other than first class. Such requests have been made several times as maneuvers in mail-pay cases. The Commission has turned them down with rulings to the effect that there are now no railroad rates for the transportation of express matter; that the law involved became obsolete with the transfer of the express business from the former private companies to "the railroads themselves" for handling by their common agent—Railway Express Agency.

The third new recommendation proposes that Part II, the Motor Carrier Act, be amended to facilitate the service of process in enforcement proceedings against motor carriers and their shippers. The addition to one of the old recommendations proposes that the Clayton Antitrust Act be amended to liberalize the exemption from competitive bidding requirements with respect to dealings in securities and supplies between common carriers and other corporations having directors and officers in common. The present $50,000 limit on transactions without competitive bidding should be increased "to a more realistic amount in the light of present-

ICC's 1959 Legislative Recommendations

1. That the Interstate Commerce Act's Section 1(15) be amended to authorize the Commission to impose penalty per diem charges; or that Section 1(14) be amended to authorize inclusion of a car-earning-power factor in the per diem charge.

2. That Section 208(c) be amended to repeal the provision whereby holders of bus certificates are automatically authorized to conduct special-party operations from the area of their regular-route operations to all points in the country.

3. That Section 212(a) be amended to make motor carrier operating authorities subject to suspension or revocation for failure to comply with any regulation of the Commission, and to modify procedures for revocation of operating authorities. The section now permits suspension or revocation only for failure to comply with regulations promulgated under the Interstate Commerce Act, thus excluding other regulations, such as those promulgated under the Transportation of Explosives Act.

4. That provisions for revocation of water carrier certificates and permits for non-use be added to Part III.

5. That the Clayton Antitrust Act be amended to increase the limitation on exemption from competitive bidding; and that the Clayton and Federal Trade Commission acts be amended to apply their carrier-exemption provisions to contract motor carriers, all water carriers and freight forwarders. The latter would have the effect of leaving the ICC with undisputed jurisdiction over all carrier transactions involved.

6. That the Transportation of Explosives Act "be completely rewritten" and that the rewriting add amendments to make the act apply specifically to radioactive materials and to contract and private carriers as well as common carriers.

7. That the U. S. Code be amended to provide that suits to set aside Commission orders be brought against the Commission instead of the United States. This proposal has been made because the attorney general sometimes declines to defend the Commission.

8. That the Interstate Commerce Act's Section 5(10) be amended to make gross operating revenue, instead of the number of vehicles owned or operated, the basis for determining whether a proposed unification or acquisition of control of motor carriers is an exempt transaction.

9. That Section 222(b) be amended to enable the Commission in enforcement proceedings to obtain service of process upon motor carriers and to permit the joining of any other necessary party without regard to where the carrier or other party may be served.

10. That Section 303(b) be amended to repeal the bulk commodity exemption applicable to water carriers.

11. That the 1916 Mail Pay Act be amended to repeal the provision which authorizes the Postmaster General to call upon the Commission for information as to revenue received by railroads from express companies for services in the transportation of express matter.

day conditions," the Commission said.

While it did not give repeal of the 10 per cent fare tax a formal listing among its legislative recommendations, the Commission expressed hope that Congress will follow through, from last year's repeal of the freight tax, to end this other "burdensome and discriminatory wartime measure" which has "served to divert much needed revenue from carriers which continue to suffer heavy losses from passenger operations."

Among the repeated recommendations is the Commission's request for power to impose penalty per diem charges to expedite freight car movements; or, in the alternative, that it be authorized to consider earning power of freight cars in fixing per diem rates. The railroad industry remains divided on this proposal. Said the Commission's report:

"Enactment of either part of this recommendation, in our view, would accomplish the necessary objective, which is to encourage increases in freight car inventories."

Meanwhile, the commission did not repeat some recommendations of its previous report on which Congress failed to act. Among those dropped was a proposal that the Safety Appliance Acts be amended to exempt track motor cars and to authorize the Commission to prescribe appliances and rules for such cars. This had been inspired by the United States Supreme Court's 1957 ruling that a track car and push truck coupled together are covered by the appliance acts.

After having included it in four reports without response from Congress, the Commission also dropped a recommendation which proposed that the Locomotive Inspection Act be amended to make its provisions more general and thus more flexible; and to eliminate provisions for appointment by the President of the director and assistant directors of locomotive inspection. This was opposed by unions representing railroad employees.

Dropped after only one try was the recommendation that the Elkins Act be amended to plug loopholes opened by court decisions and to apply the act's treble-damage forfeiture provisions to carriers as well as shippers. The loophole plugger was designed to make it clear that, when a concession given or discrimination practiced is an inducement to obtain traffic, every shipment subsequently transported is a separate violation.

That more legislative recommendations may come this year is indicated by the report's statement that its proposals "have been kept to a minimum." That's because of the "comprehensive study of transportation policy and related problems to be undertaken by the Senate Interstate and Foreign Commerce Committee under S.Res. 303, and the fact that there has not been a sufficient lapse of time in which to gain experience under the recently-enacted Transportation Act of 1958."

As a Temporary Substitute for your
Daily Newspaper These Bulletins
are Provided as a Public Service
LONG ISLAND RAIL ROAD
LONG ISLAND DAILY PRESS

New York Commuters Read and Run

New York City's recent 19-day newspaper tie-up gave the railroads a unique new opportunity to render a public service. Picture, above left, shows the way Long Island commuters got their news: up-to-the-minute bulletins phoned to the station-master's office from the Long Island Daily Press, flashed onto a rear projection unit using transparent slides. New York Central passengers, above right, received a nightly one-page news digest. This one is being distributed by Twentieth Century Limited Hostess Celia Hoben.

Also the Commission, so it said, is studying the desirability of some deregulation, as suggested by the Senate committee. As to that project, the report made this statement:

"In keeping with the advice of the Senate committee . . . we are conducting a careful study and survey of our duties and responsibilities under the Interstate Commerce Act and related acts, with a view toward suggesting legislation, if any is needed, to reduce our sphere of action to matters fundamentally affecting transportation. Our recommendations in this connection will be submitted to Congress as soon as practicable."

Another part of the report emphasized the Commission's view that "there are limits to what the government can and should do to aid transportation." It went on to say that "much can be done by carrier management," and to cite previous annual reports which have "called attention to the opportunities of railroad management to reduce excessive plant, eliminate duplicative facilities, and otherwise eliminate waste, so as to realize more net profit on the same gross revenues."

That the railroads, considering the industry as a whole, have made but "little progress" along these lines is the further view of the Commission. At the same time, it concedes that "some roads" have initiated promising programs.

In a discussion of "progress in operational improvements," the Commission reported that the hot-box problem "grew worse" last year—"despite increasing use of improved attachments and methods." It was also reported there that "most of the ultra-light-weight, low-level, non-interchangeable" passenger trains "have now been taken out of service or downgraded from the type of service in which originally used." The report went on to make this point.

"The inability to add conventional cars in times of heavy traffic appeared to be their greatest drawback. Further, the ride was somewhat more 'Spartan' than with modern conventional equipment, and maintenance of the non-standard parts was a problem."

On the other hand, the light-weight, full-length car with standard couplers "appeared to have greater possibilities," the report continued, adding that the first six-car train of this type, equipped for electric multiple-unit operation, has been placed in commuter service.

There was also a reference to how labor costs incident to track maintenance are being reduced by new machines and methods. Then came this comment: "Any reduction in the cost of track maintenance through mechanization should lessen to some degree the temptation to defer maintenance as a means of conserving cash in periods of low earnings."

Ex Parte 174 Deadlines Extended

Extensions of effective dates for compliance with a series of provisions of the Rules and Instructions for Inspection and Testing of Locomotives Other Than Steam have been ordered by the ICC. The order was dated Nov. 26, 1958, and followed a petition for extension filed by the Association of American Railroads and opposed by union organizations.

Compliance with the following Sections has been extended from Jan. 1, 1959, to Jan. 1, 1960: Rule 201(d) requiring that alarm and indication of slipping wheels on all units show in controlling unit cab; 204 (b) requiring emergency brake valves accessible to fireman in cab and at doors of cab-type units; 222(c) requiring safety hangers to hold truck components in event of spring or spring hanger failure; 226(a) calling for secure wheel mounting and for wheel surfaces to be in such condition that cracks and defects can be detected; 229(b) requiring shatterproof glass in all cab windows; 247(a) requiring for safe location and guarding of all jumper cables between units; and 262(a) and 321(e) requiring that controls for defective diesel engine or steam generator shut down on unit in service be tagged until repaired.

Compliance with three other sections was extended for a two-year period with the provision that half of each railroad's units be brought into compliance during the first year. Extended to Jan. 1, 1961 from Jan. 1, 1959, were Rules 201(c) requiring that control of speed and braking on all coupled units must be possible from controlling unit cab; 259 specifying that exhaust must not enter cabs; and 327(b) requiring that steam generators must be equipped for remote, electric ignition.

Five Sections of Ex Parte 174 were extended for a three-year period with provision that one-third of each railroad's locomotives be brought into compliance in each of the three years. These rules will not be fully effective until Jan. 1, 1962 and include Rule 229(f) requiring that cab heaters maintain 50 deg F temperature and that cabs have "proper" ventilation; 229(g) requiring "safe" passage between units with open-end platforms; 232 specifying that units have electric classification lights and that there be safe means for access to lights, windows and pantagraphs; and 225(b) and 323(b) providing for safety cut-outs on fuel tanks with provision that these cut-outs can be reset without hazard.

Watching Washington *with Walter Taft*

• **GROSS CAPITAL EXPENDITURES** of Class I line-haul railroads for 1958 will turn out to have been something like 46½ per cent below 1957's near-record level—$740,000,000 compared with $1.4 billion. That's the latest indication at the ICC from reports of actual outlays for the year's first three quarters and estimates for its last three months.

OUTLAYS FOR EQUIPMENT will be down more than 50 per cent from $1 billion to $477,000,000. Road expenditures will be off about 31½ per cent, from $386,000,000 to about $262,000,000. On an unadjusted basis, the year's total will become the smallest since 1946's $562,000,000. In "constant" dollars, it will be the lowest since 1939's $262,000,000.

THIS YEAR is getting under way with prospective first-quarter expenditures about 44 per cent below those of last year's first quarter. This is based on forecasts by 105 roads. Virtually all of the expected decline is accounted for by smaller equipment programs. They are seen down more than 59 per cent, from $190,000,000 to $78,000,000. Expenditures for road facilities are expected to be down less than $1,000,000, only about 1.1 per cent from the $64,000,000 spent in last year's first quarter.

• **BID FOR SOME DEREGULATION** should be made to the Senate Committee on Interstate and Foreign Commerce in the opinion of some railroad executives. Their idea is to make an industry presentation along that line in the committee's so-called S. Res. 303 investigation. This is to be the study of problems untouched by the 1958 Transportation Act, and its specifications contemplate an inquiry into "the need for regulation . . . under present-day conditions."

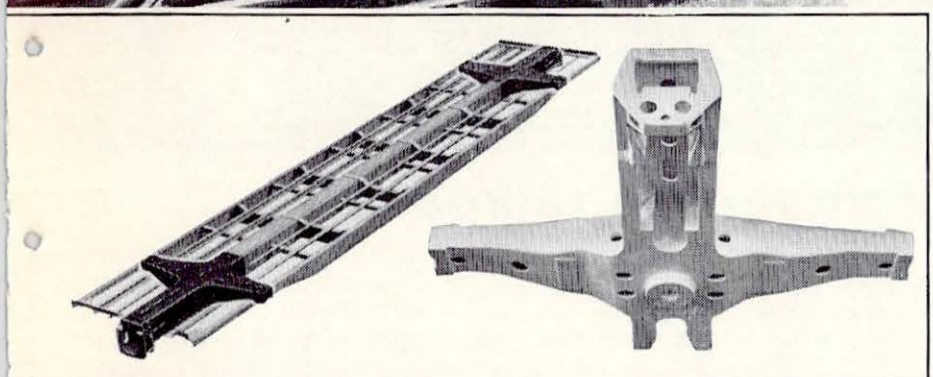
AN OPPORTUNITY the railroad industry should not miss is what this is called by proponents of the deregulation pitch. They would like to use it to dramatize the desirability of ending regulation for which they think there is no good justification. They argue that the locomotive inspection laws and regulations have become outmoded as a result of dieselization, and that there is no need for the signal-inspection and brake-inspection laws. All such regulation, and proposals for more of it, they call an insult to management and a waste of revenues.

• **LEHIGH VALLEY PASSENGER TRAINS** won't stop running next week, as contemplated by the abandonment notice. Heeding "numerous" complaints, the ICC ordered the service continued, pending an investigation "but not for a longer period than four months." That's the limit of the Commission's suspension power, but it can order the trains continued (or restored) for a year if the investigation results in findings that the service is required by public convenience and necessity.

• **NORTHERNS' MERGER PLAN** has not moved as fast as the ICC expected. The Commission's annual report spoke of "indications" that a proposal to merge the Great Northern, Burlington, Northern Pacific, and Spokane, Portland & Seattle "will be presented for Commission approval before the end of 1958." Present indications are that 1959 may be well under way before the plan is submitted.

Where railroad progress is cast in steel....

Many Great Northern Box Cars roll across America's road beds—equipped with General Steel one-piece underframe ends that assure dependable, long-life service.



Underframes with one-piece cast steel ends provide great strength, eliminate body bolster failures, resist rust and corrosion and simplify car construction or rebuilding.

General Steel underframe ends provide the following features for new or rebuilt cars: integral body bolsters, draft gear stops, strikers, coupler carriers, center fillers, center plates and side bearing pads.

For over 50 years, General Steel has proved its unequaled ability to extend the life of railroad equipment through the application of cast steel products.

General Steel engineering utilizes the great strength and minimum weight of one-piece steel castings . . . together with their extra ruggedness and freedom from maintenance . . . to cut operating expenses for rail and industrial users the world over.

An investment in General Steel products today means a more profitable future.

GEARED TO PROGRESS
P R I MEMBER

GENERAL STEEL CASTINGS

GRANITE CITY, ILL. • EDDYSTONE, PA. • AVONMORE, PA.

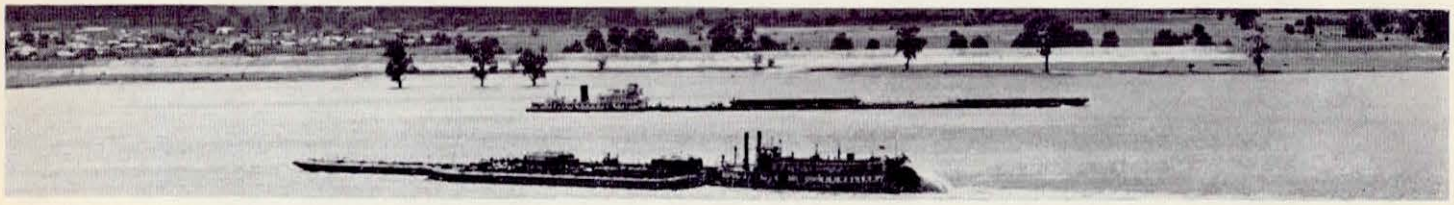
Political Realism and

A SPECIAL REPORT

The Case for Government Assistance

1 "National interest" promoted roads

airports



waterways . . .

It must now promote the railroads

In this 1959 fiscal year the federal government will spend $3.7 billion to build, maintain and otherwise promote transportation by highway, inland waterway and air.

State and local governments will add more—millions more, either in direct expenditures or in taxes *not* levied. Within the cities, more and more tax-paying property comes off the tax rolls to make way for wider streets, expressways, bigger parking lots, larger airports.

- In 1948, government spending for highways was $300 million. In the current fiscal year the bill will run to $2.4 billion.
- Domestic airlines received an estimated $440 million in non-payback subsidy from 1939 through 1957. The 1958 outlay, mostly for "local carriers," was $33 million more.
- Government has spent more than $1.6 billion on airways since 1925—85 per cent of it since 1945.

Up to now railroads are the big losers. No agency of government looks out for railroad health, promotes railroad welfare. No wonder railroad service in many communities faces conditions that threaten to strangle it.

Taxes soar, costs rise relentlessly, traffic volume necessary for profit disappears down the highways. Yet railroads alone provide bedrock transportation. If "national interest" needs anything, it needs railroads.

the Passenger Business

2 The railroads have bitterly fought government encroachment on free enterprise . . .

Railroads have not opposed public improvements that benefit other forms of transportation. They have contended, on numberless projects for nearly 40 years, that compensatory charges should be levied on users of publicly provided facilities.

That's essential, railroads argue, if users of public facilities are to be on a competitive par with customers of privately owned transportation.

Railroads have often pointed out, especially on inland waterway projects, that public costs may far outrun any public savings in transport costs.

This railroad position is a defensive one, a flank attack at best. It has not been a struggle to preserve privately owned railroads, as such, but more a battle for competitive balance, for an end to grab-bag policy by government.

Now, some railroad leaders say, it's time to re-examine this hold-the-line approach.

3 . . . yet transportation today is regulated, subsidized and promoted up to its ears

When railroads staunchly defend private enterprise in transportation, they step into a game with a stacked deck.

Large areas of their managerial discretion are handled for them—by government. They compete with other forms of transport which don't have to play by the same rules.

Government that regulates also has power to nourish, subsidize and promote. And it does, often with nightmarish results.

While railroads have been concerned with minimizing government's disruptive role in transportation, their competitors have been concerned with making it bigger. They've done rather well.

- In 36 years, 1921 to 1956, public expenditures of $100 billion have created a vast highway network—and with it, a whole new rubber-tired economy.
- Commercial aviation, transportation's toddler of 20 years ago, has shrunk the country. Airlines produce more intercity passenger-miles today than do railroads. It's an infant no longer—but major federal agencies still treat it so. Apart from spillover benefits from military research, there are outright cash subsidies, navigational aids and traffic control systems, and a vast network of airports to which the federal government alone has contributed more than $1 billion in capital funds.

Rail carriers don't get a dime in government help. But regulation, the lingering illness of negative intervention, goes on and on.

4 The clock never has been, never will be turned back

There is nothing today to encourage the idea that government will cease its lavish promotion of superhighways, inland waterways and air transport facilities.

The clock has turned too far to turn back. Even if users eventually have to pay a larger share of costs it won't slow or stop the trend.

The present federal-state highway program—$38 billion, $45 billion, $50 billion, depending on which paper you read—stretches off toward 1970.

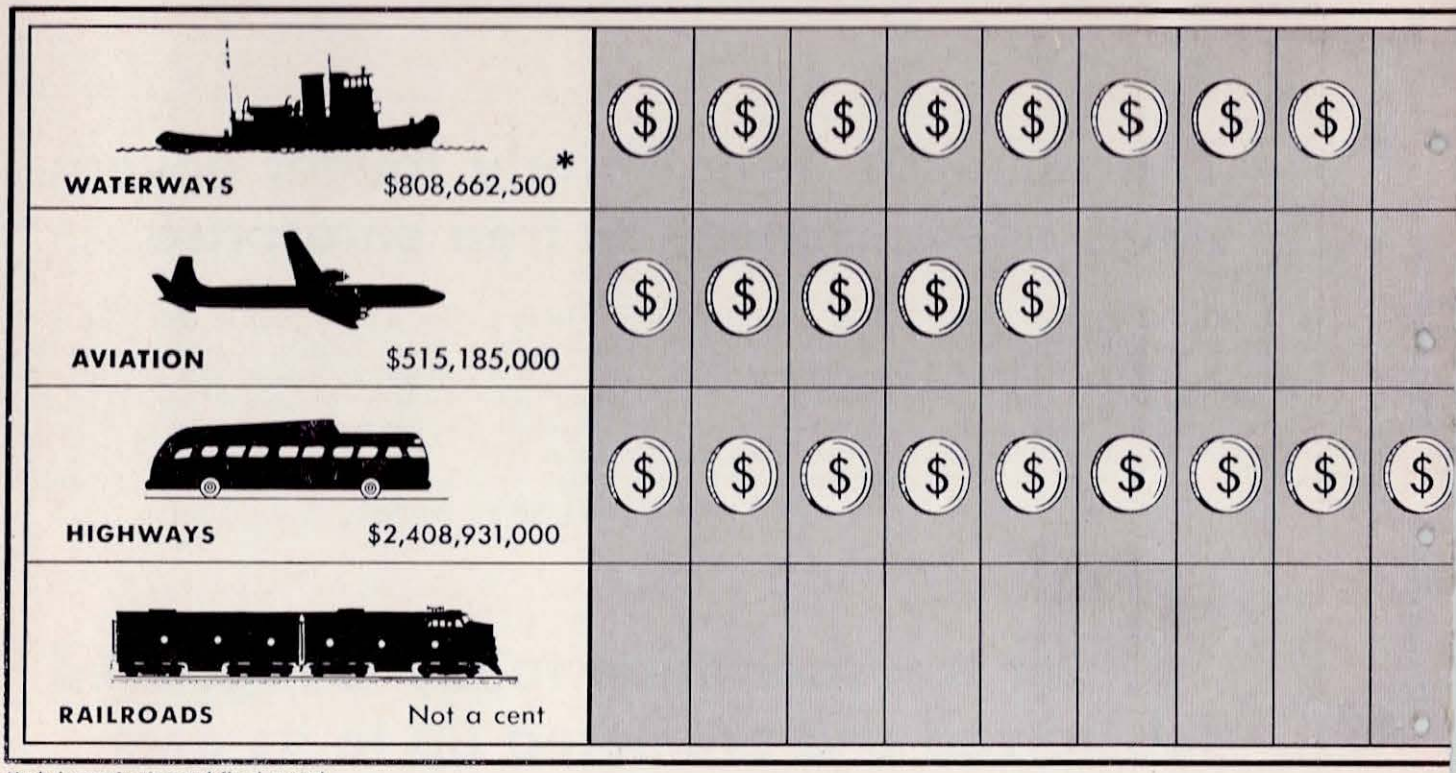
The original law giving subsidies to airlines on the basis of "need" remains unchanged. This is a built-in cushion against possible loss, one that may be used to promote the growth of jets.

Political expediency has brought economic confusion to transportation. Agree or not with the wisdom of political programs, they're here. For railroads it's a question of how to live, thrive and serve the public adequately under such conditions.

Nowhere is this concern more evident, nor more crucial, than in passenger service. Railroads may disagree among themselves, they may argue over words, but this point stands out: Where long-haul and commuter rail service is something communities cannot or will not give up, and riders cannot or will not pay the full cost, the continuation of that service becomes a community responsibility.

The plain fact is, this country has plunged forward on the premise of government intervention in economic life. Social change begets social change. Political parties race for the job to direct it.

The challenge is to adjust; master the new conditions rather than be overcome by them.



*Includes navigation and flood control.

5 Promotion of trucks, buses, automobiles, barges and planes—and taxation of railroads—has made passenger service—commuter service in particular—a nightmare

For an idea of how bad the urban passenger crisis really is, here's a case history from the Lackawanna Railroad. The road is not the biggest passenger-carrying line in the country, nor is it the smallest.

Commuter service is its particular problem right now. Its obligation to haul commuters threatens to drive the road to the wall. This paradox exists: The road serves a string of bedroom communities which feed thousands into and out of New York City daily. Some kind of transportation is essential; if the railroad doesn't provide it, somebody else must. The very threat of discontinuing the Lackawanna operation creates public clamor.

Yet every city and county served by the Lackawanna has been busily improving its highways, its access roads, its parking facilities for 30 years. Automobile traffic has increased every year.

Thus the box is built. Railroad taxes rise to help pay for the highways. The roads are built and more business leaves the railroad. Still the railroad must continue to operate—for rush hours and as a standby. Every move to cut service to fit the times is opposed, delayed, sometimes rejected entirely.

What the railroad is providing is thinly disguised public service. It would willingly drop the service if allowed to. If it can't the public will have to pay for it, either in public service payments of some kind, in tax relief, or both.

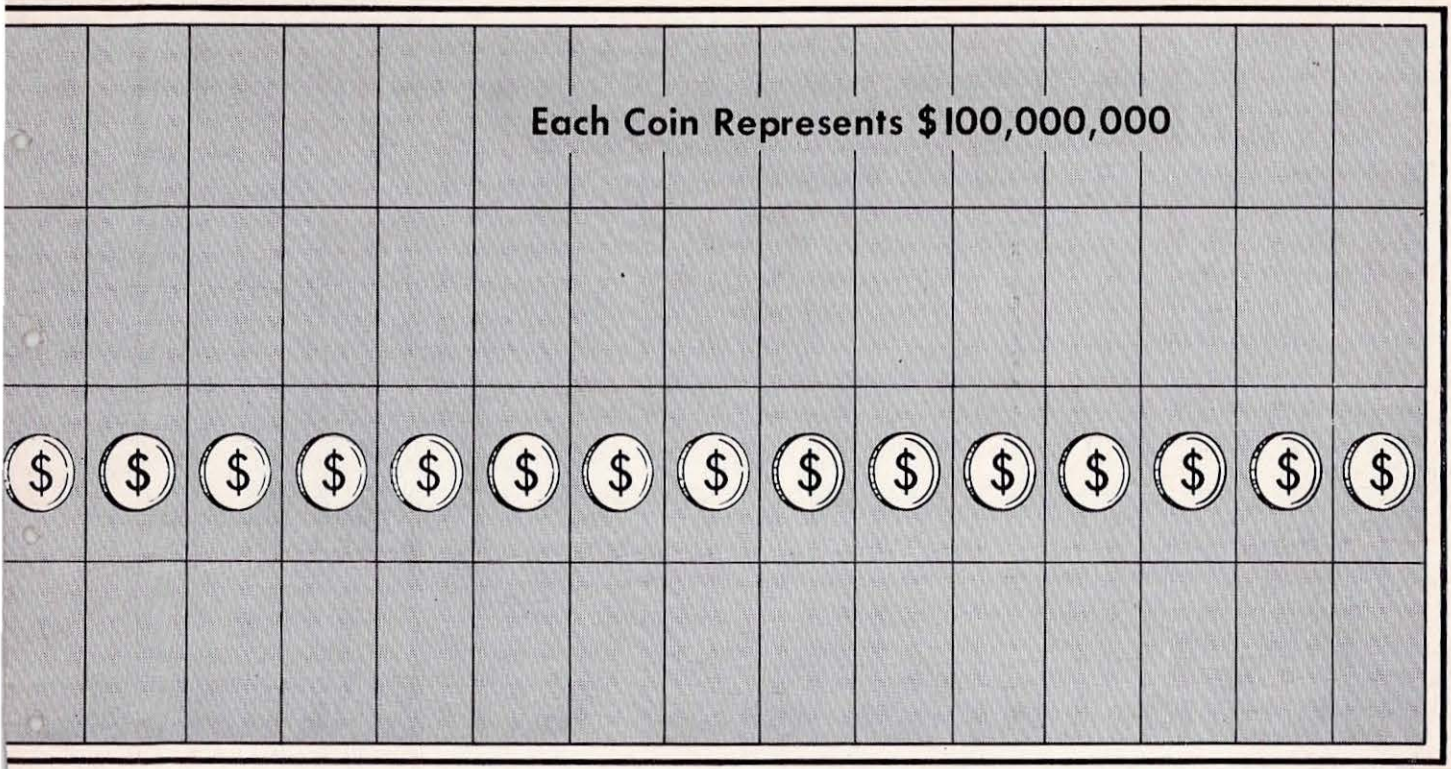
Early last month, the Lackawanna's president, P. M. Shoemaker, addressed an open letter to the road's commuters, the communities it serves, to the New Jersey state legislature and the governor.

"It is the plan of the Lackawanna to initiate proceedings in the spring of 1959 looking toward the progressive discontinuance of all suburban passenger and commutation service . . . "

That was the start. These are figures with which Mr. Shoemaker documented his case:

- In recent years, losses have been running from $3 to $3.5 million each year.
- This load will go up another $730,000 in 1959 when the Post Office takes suburban mail away and puts it on the highway.
- Highway competition has taken its toll of passengers handled. Weekday business in 1958 was 27,300; six years ago it averaged 30,000.
- Taxes are nothing less than confiscatory. In Hudson County alone, $2,540,780 a year.
- Lackawanna's cash and equivalent assets at the end of 1957 were 78 per cent lower than in 1948.
- Freight shippers and stockholders can no longer absorb this burden.

This Lackawanna case is paralleled, with only variation in figures, on other roads. The Long Island is a sole exception—thanks largely to a tax forgiveness plan passed in 1954 by New York state.



FEDERAL PROMOTION EFFORT—current fiscal year

6 Some sort of balance between branches of transportation must be reached

America needs all forms of transportation. There's a place for each, a job each can do best.

Economic competition could put these pieces in place, allowing each to find its own logical place.

That hasn't happened, isn't happening, isn't even likely to happen unless something is changed. It won't come until a) the government gets out of the picture entirely, or b) railroads use political means to obtain equal benefits for themselves.

Political opportunism has put classical economics on the shelf in the United States. Results escape all logic. Airlines prosper. They haul people long distances, fast, and short distances, not so fast. So many planes are in the air today that planes are colliding.

Yet even in the face of almost too much success, one executive of the air industry has gone on record that air transportation is "the most costly form of transportation mankind has yet been able to devise."

The transportation crisis has been getting worse every year. Nothing has been done, so far, to establish balance. It's up to railroads to find the way.

7 This balance will not be reached by penalizing other branches

There are two obvious ways to end the double standard in transportation.

One is to penalize other forms of transportation the way railroads have been penalized.

. . . Stop government financial help.

. . . Impose compensatory user charges on facilities already provided with government money.

. . . Cease all promotional help which furthers the development of airways, highways or waterways.

Some railroad executives see merit in this approach. Others don't. No sensible legislator, they contend, will make an issue of economic justification at the price of re-election. User charges are all right in theory, but there are limits on how far elected officials will apply them.

When railroads were first restricted they were rich monopolies. Today, every passenger-carrier worries about competition.

A practical approach to helping railroads, the argument runs, is to bring them up to the level their competition is on already. Railroads could make no better use of the political capital they have than to invest it in educating the public to support such a program.

8 The railroads have just so much political capital—they mustn't fritter it away

There's an old saying, attributed to David Livingstone:

"It wasn't the lions and tigers that got us. It was the gnats . . . "

Facetious, perhaps. But a parallel suggests itself as to what could happen to railroads politically. If you have strength to do a big job, why risk it on lesser things?

The present political acceptance that railroads have, their political capital so to speak, has been hard won through good behavior, and a decade of Congressional hearings, Sawyer reports, Cabinet Committee reports.

In 1958, they got their first chance to cash a check on what they've invested. The Transportation Act engineered by Senator Smathers was a start—but every railroad man knows it was little more than that.

The question facing the industry now is how to use its remaining political capital for the biggest possible return. Selling the idea—rail passenger service deserves an equal break—ought to top the railroad list.

Weigh the possible gains, for instance, against what railroads might get if user charges were imposed on waterway operators. Would that lift railroad earnings substantially?

The user-charge fight may belong more properly on the agenda of a taxpayer's association. The only sure gainer, certainly, would be the federal treasury—a worthy institution but one to which railroads already make substantial contribution.

9 If the railroads want to be treated like an industry, they need to act in unison

Unity in purpose and action has been lacking in railroad efforts to stem the tide of passenger losses.

To some extent this is natural. The intensity of the passenger problem varies with the prosperity of individual railroads. Yet much of today's deficit stems from common cause and there ought to be common ground on which the industry can attack it.

Individually, railroad leaders know what they want to do, the action they want to take. One road suggests it may drop passenger operations entirely; another says innovations in service and pricing will restore prosperity; a third says some form of government aid or tax relief is the only way out.

These conflicting views find their way into public print. The public is confused. The industry makes little head-

Confusion Chart

Who says what—and how does the public figure it out?

President A:

"Government aid is the first step toward government ownership."

President B:

"Without some kind of help, we're headed for nationalization."

President C:

"If the railroads surrender to the 'welfare state,' the rest of industry will follow."

President D:

"We've fought a good—but losing—fight. Let's face facts as they are, not as we think they ought to be."

way in defining its problem of what has caused the trouble. If a basic cause of declining passenger volume, and mounting losses, is government aid and promotion of competing transportation, then railroads must re-examine their approach accordingly.

That's the substance of the case for government assistance as proponents see it. If railroad leaders can overcome the language barrier, they can agree on a course of action to benefit everyone.

Only then can they expect legislators to understand what needs to be done to preserve rail passenger service in the national interest.

Political Realities

Government has invaded transportation on an increasing scale since 1945.

Promotion of some transport agencies, but not all of them, is fixed practice.

This trend is politically popular and is not apt to change materially.

Competitive balance in transportation can't be restored by restrictive means.

Railroads must re-examine traditional views on government aid to keep pace with social change.

10 Passenger service is a local problem that needs federal help to solve

Intensive federal intervention in air and highway expansion has undoubtedly provided benefits to the country as a whole. Supplying these new transportation facilities has been a necessary part of the nation's growth. No one disagrees with that.

But any program of such magnitude has side effects. And not all of them are good.

Cities threatened with stagnation are one example. As highways get better, driving becomes more attractive. No stoplights between Chicago and New York may have been a desirable goal. Now that it's almost here, it is not entirely an unmixed blessing.

As one observer said recently, "What's to happen? Must our metropolitan areas become one vast parking lot?"

Railroad passenger service—commuter service in particular—is trapped in the same web. As local traffic problems grow more intense, the necessity for space-saving rail service becomes increasingly apparent. Yet the combination of highways, and resort to rail property as a major source of tax revenue, continues to leave railroads in weakened condition.

This tax side is, of course, another case. The federal income tax pre-empts a major share of funds available. Local authorities, dependent on taxes to provide necessary local services, are limited in what they can do. If they provide tax forgiveness one place, they must tap another to take its place. Where can they turn if they try to give railroads a break?

So the argument runs. The cities, and the railroads, are on the spot because of things they didn't start and are in no position to stop.

Ultimately the answers will have to come from the same source that created the problems.

President E:

"Commuter business can be made to pay—but there's no future for long-haul business."

President F:

"Commuter trains will have to be subsidized, or go. The future lies in medium and long-haul business."

?

?

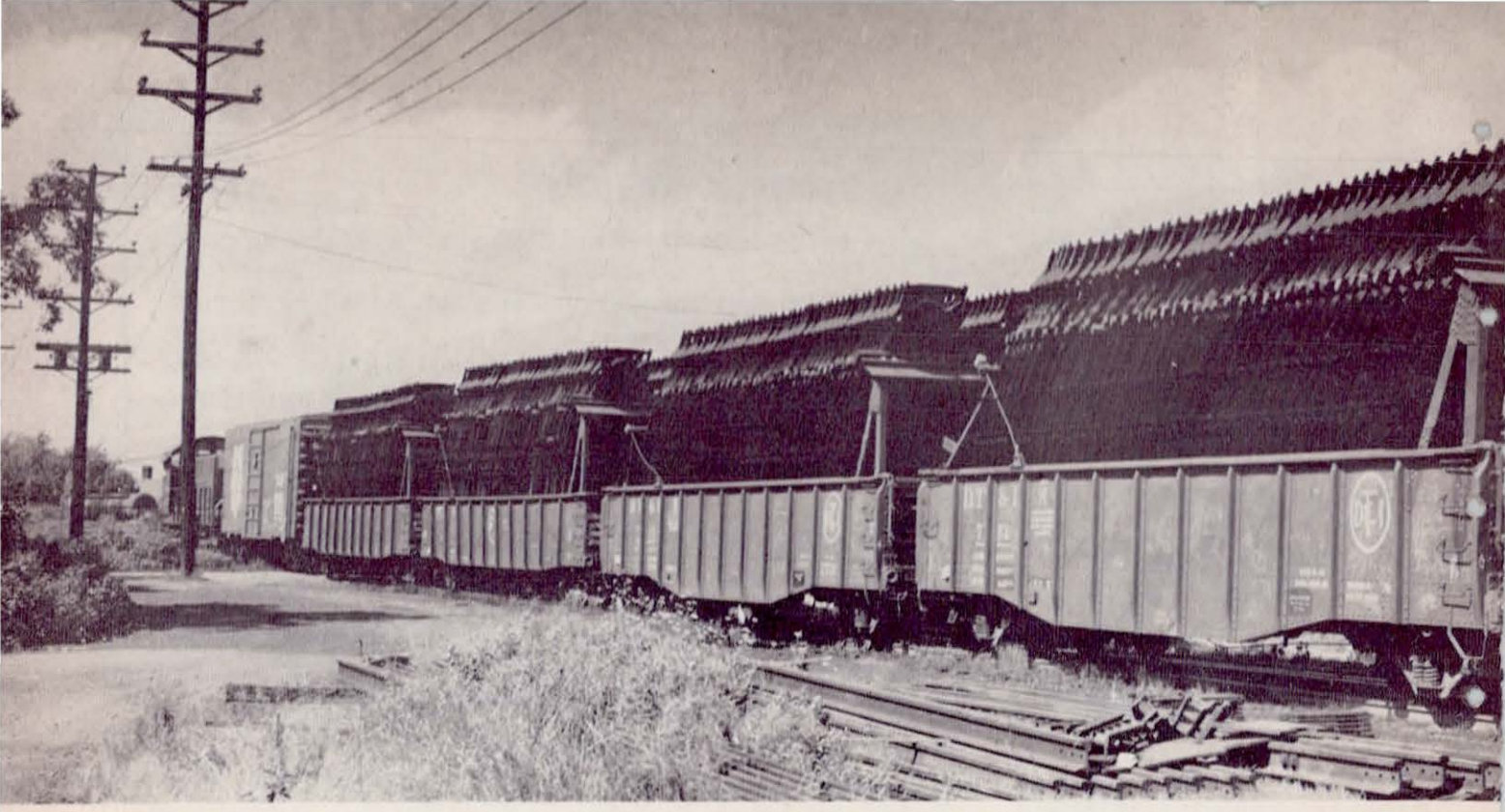
?

President G:

"We don't expect to make a profit on passengers. But we have to be insured against loss."

President H:

"We can't run passenger trains without a reasonable return on investment."



FIRST CARS for special shipment were used in automotive service. Automobile industry is still largest single user of

How Special Cars Build

More and more, railroads are tailoring their service to meet the special needs of industry. The tailoring is done with special equipment. But use of such equipment raises new problems. Here's how two railroads use special cars to satisfy their customers' needs.

About a year and a half ago, the Pennsylvania set up a new and separate special equipment bureau. In separating responsibility for special cars from that for standard cars, the Pennsy said it was responding to a "steady growth in industry demand for specialized railway equipment."

J. M. Ansman, manager of special equipment, said the road expected through the new agency to "greatly improve the utilization, distribution and assignment of equipment" and "to work more closely and directly with the shipper in meeting his special equipment needs."

The New York Central has a similar organization that recognizes the same problem and aims for the same goal. Like the Pennsylvania, the Central has found it necessary to establish a special organization to handle its special-equipment service.

On the Central, L. B. McMillen, manager of equipment service, and H. G. Wolven, supervisor of special car bureau, share responsibility for planning, ordering, scheduling and operating special equipment.

How It Began

What is special equipment? The definition can be either broad or narrow. Broadly, it includes everything from tank cars and covered hoppers to 250-ton heavy duty flats. Narrowly, it is two things: equipment designed to handle specified commodities only, and cars with special features to control damage to lading.

Ten years ago, covered hopper cars were special equipment. Now, as Mr. McMillen says, they are almost standard for handling bulk commodities.

With damage claims continuing to climb, the same thing may well happen to the various kinds of box cars designed to protect loads. If the number of these cars continues to grow at the rate it's grown over the last five years, they will soon make up a quarter to a third of the box car fleet. If that happens, it will be hard to continue to classify them as "special" cars, at least in high-class service.

Special cars in the quantity we now have are a development of the last five or ten years. There were special cars earlier, but these were pretty much limited to the movement of auto parts. Special cars began to be important to the automotive industry as early as 1913, when the Pere Marquette began experimenting with special frames.

The recent change is the heavy demand for damage-preventing cars from appliance manufacturers and from shippers of all kinds of bottled and

Curre

Our two topics th
previous columns. T
at midpoints of rai
1 column (p. 32).

The second que
operating performa

Why Are

"If joint bars we
fective, it would no
were laid. But sinc
weakest part of the
has been found bett
because—

"1. It is more ec
tain comfortable

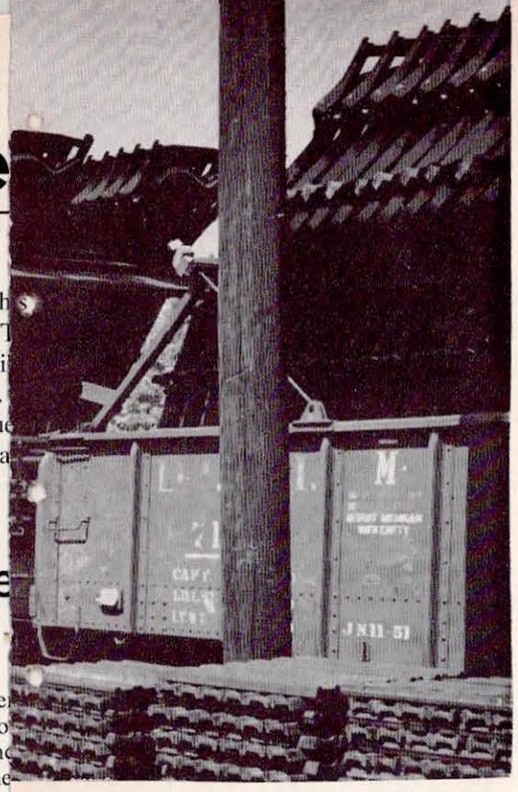
Do We N

"With respect to
performance, it is n
our Sentinel and T
modernized record
electronic machines
of car movements
we have on the Ba
yardstick."—*T. J. K
tendent, Baltimore*

"We think it is i
roads do not take
toward this subject
tain or hope to ex
the freight tonnage
in the future.

"Your recent ec
emphasis on the i
performance. Whil
tain train statistics
that there is no pa
in maintaining ave
railroad customers
their individual ca
operating statistics.
vidual shipment is
the growth of the

"Even if patro
railroads when se
it is already too
shipment and the b



special cars, like these gondolas.

Business

packaged goods. Lime and cement shippers are turning to container cars. All kinds of bulk shippers from flour millers and brewers to soda ash shippers have discovered and use the covered hopper. Other special cars cater to the oil industry, the chemical industry and a whole group of others.

Special purpose gondolas are coming more and more into demand. Mr. Ansman describes them as "the special car that has returned tonnage to the rails. Covered gondolas for coil and flat steel have brought back to the railroads a large volume of traffic that had been lost to trucks." The New York Central goes after this market with covered flats.

Who Buys the Cars?

With the demand for special cars what it is, why are not all new cars "specials?" The answer to that one is easy. There are still some economic problems to be solved. For one, special cars tend to be limited to one-way movements. For another, special cars cost more to buy, yet get the same per diem and demurrage charges as the oldest piece of equipment on the line.

One approach to the problem of assuring owning roads a fair share of the return from cars used in interchange service is the car pool.

Under this arrangement, railroad special equipment experts sit down with industrial traffic men who will use the cars. Together they decide how many cars will be needed to handle the traffic. Railroads that will participate in the movement then determine how many cars each will furnish, on the basis of the division of revenue.

If the movement is to be from Detroit to Kansas City, for example, with revenues split half and half between the New York Central and the Missouri Pacific, each road will furnish half the cars in the pool.

Another approach to the problem is a trip-amortization charge where roads participating in the movement bear a share of the cost of providing the car by special payments for each trip.

Both the pool system and the per-trip amortization charge were developed for assigned cars. These are cars regularly assigned to a special service and not available to (or suitable for) other customers. Assigned cars make up by far the greatest number of special cars, although free-running cars, available to any shipper that can use them, are rapidly increasing.

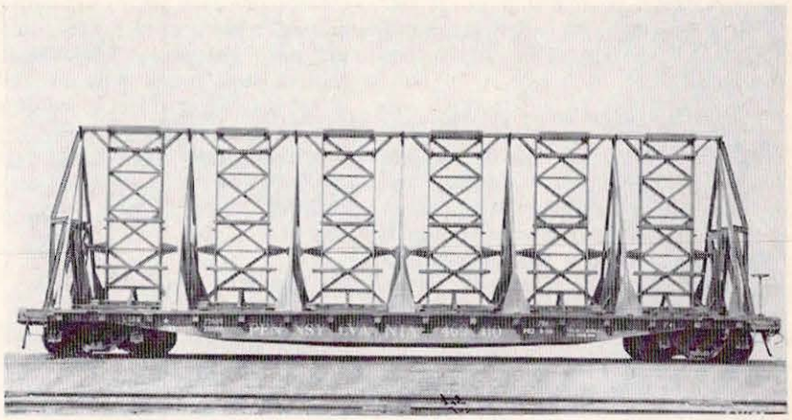
Specific Assignments

For many special cars, specific assignments are essential. A box car fitted with special racks for Chevrolet fenders, for example, cannot carry Chrysler tail fins.

Free-running cars are coming into more general use. At the moment, they are mostly various types of box cars with damage prevention features. The great advantage of free-running cars is their ability to produce revenue in both directions.

A free-running car on the Central, for example, can bring in a carload of canned goods from Chicago to New York, take another commodity from Peekskill to St. Louis, come back

HOLDING BUSINESS for the rails that might otherwise go to trucks is the job of most special equipment. Some, though, like these covered flats and gondolas for steel, actually bring back to the rails traffic that had formerly been diverted to trucks.



ELABORATE ALTERATIONS some special shipments require is typified by this flat car fitted with special frames for upright station wagon bodies.

with dry chemi
leave again wit
Rome to Detroit
cars are not cov
ments or sin
charges, they a
to on-line move

PRR Special E

In setting up
bureau, the Penn
special-equipmen
vided almost equ
operations. In cc
was set up as a
Mr. J. M. An
the vice presid
maintenance an
sales. All speci
piggyback, whic
of the PRR's r
Train Company
diction of the
equipment.
Operating an
combined in M
supervisor of ca
load-protecting l
operations. Anot
for covered ca
dolas. A third ha
for automotive
handles accoun
whole operation
On the PRR
equipment go di
after funneling
sales organizati
comes in, the
evaluates the bu
dustry involved
best to meet th
the design stage

HERE'S HO

DAMAGE PRE
the Compartme
special cars in
NYC service t

B&M Demonstrates 'Railiner' . . .

. . . as a possible method of handling containerized traffic by piggyback techniques. "We are firmly convinced," a Boston & Maine spokesman told Railway Age, "that containerized movement of freight will improve service and reduce investment capital and operating costs. . . . We expect to find continuing interest in this field, and that interlining arrangements to cover containers will materialize soon." "Railiner," manufactured by Southern Car & Manufacturing Co., Birmingham, Ala., utilizes containers with special recesses or grooves in the bottom for hydraulic arm transfer from flatcar to highway trailer. Containers are available in steel or aluminum; in sizes from 18 to 40 ft; and may be purchased or leased. The B&M's first demonstration was at Boston in December.

Railroading After Hours with Jim Lyne

LETTERPRESS QUEST—About those old letterpresses, which used to be standard station equipment—Safety-Service Agent L. M. Rounds of the ICC recalls the tub in which the copying cloths were soaked. The stale water got pretty fragrant. This scent, mixed with that of oil lamps and soft coal smoke, made a combination that identified a railroad station, so a blind man could tell where he was. Mr. Rounds advises me where he believes I can find one of these letterpresses still in use, but I'm going to check the information before letting it out.

Agent L. E. Siberell of the N&W at Columbus says he has three of these old presses in his private collection, and Executive Secretary C. E. Cleveland of the Vermont Railroad Association says he has one. He puts it to practical use too—flattening pasted-up newspaper clippings, so they'll take less space in his files.

PROMOTED TOO FAR—A railroader in Missouri who's too modest to let me reveal his identity tells me about a railroad man who went to farming, and provided himself with an excellent bird dog, named "Old Brakeman." A city fellow borrowed Old Brakeman for a day's hunting and the farmer charged him $5. The next time the city man wanted to borrow the dog, the farmer charged him $10—explaining there had been a promotion and the dog was now "Old Conductor."

On the next trip, the price had dropped to $2. The farmer said: "I promoted him too far. I made him 'Old Trainmaster.' Now all he does is sit on his tail and bark."

In passing along this yarn, I'd better point out that I don't believe it is true or that it reflects typical trainmaster's behavior. This explanation, believe it or not, is necessary. I gave vent to a story here recently, where the victim was a fireman, and I got some hot mail from a couple of fellows who thought I was insulting the craft. Far from it!

AVERAGE VS. THE BEST—The observation has hit me pretty often lately that, too frequently, railroads are forced to compete only with their average performance—against the best performance of which their rivals are capable. For example, take these river fellows—if channels and river equipment are improved to move tows of, say, 20,000 tons—then contract or unregulated carriers can *immediately* use these specific reduced costs in going out after tonnage. Unless they want to, they don't have to average out the costs of their new equipment with those of their older, slower and smaller fleets in making bids for competitive traffic.

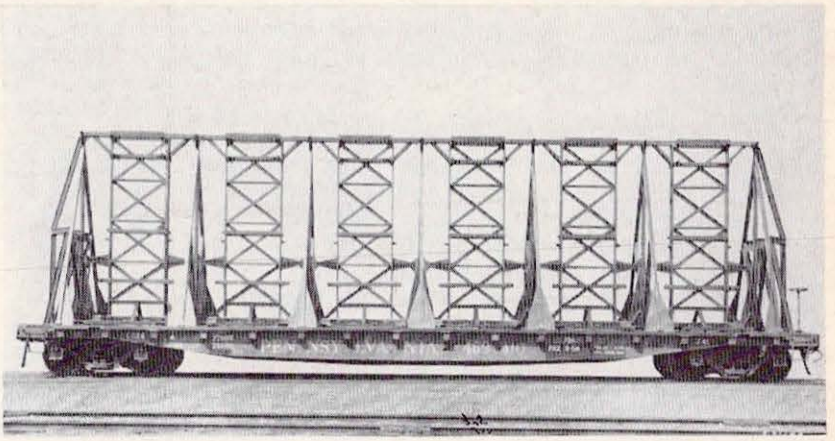
I don't claim to know the answer to this problem. I know from the mail and conversation I get that there are a lot of smart fellows who read this corner of mine. Some of them must know the answer, in whole or in part.

RR NEWS SERVICE—In the long newspaper strike in New York, the NY Central stepped into the breach by putting out a daily news digest (circulation 40,000—primarily to commuters). Newspapers and the Associated Press cooperated by furnishing the news, and a manufacturer of duplicating machines supplied the necessary physical equipment and operators.

Just another case where the railroad is the public's good old stand-by.

special cars, like these gondolas.

HOLDING BUSINESS for the rails that might otherwise go to trucks is the job of most special equipment. Some, though, like these covered flats and gondolas for steel, actually bring back to the rails traffic that had formerly been diverted to trucks.



ELABORATE ALTERATIONS some special shipments require is typified by this flat car fitted with special frames for upright station wagon bodies.

Business

packaged goods. Lime and cement shippers are turning to container cars. All kinds of bulk shippers from flour millers and brewers to soda ash shippers have discovered and use the covered hopper. Other special cars cater to the oil industry, the chemical industry and a whole group of others.

Special purpose gondolas are coming more and more into demand. Mr. Ansman describes them as "the special car that has returned tonnage to the rails. Covered gondolas for coil and flat steel have brought back to the railroads a large volume of traffic that had been lost to trucks." The New York Central goes after this market with covered flats.

Who Buys the Cars?

With the demand for special cars what it is, why are not all new cars "specials?" The answer to that one is easy. There are still some economic problems to be solved. For one, special cars tend to be limited to one-way movements. For another, special cars cost more to buy, yet get the same per diem and demurrage charges as the oldest piece of equipment on the line.

One approach to the problem of assuring owning roads a fair share of the return from cars used in interchange service is the car pool.

Under this arrangement, railroad special equipment experts sit down with industrial traffic men who will use the cars. Together they decide how many cars will be needed to handle the traffic. Railroads that will participate in the movement then determine how many cars each will furnish, on the basis of the division of revenue.

If the movement is to be from Detroit to Kansas City, for example, with revenues split half and half between the New York Central and the Missouri Pacific, each road will furnish half the cars in the pool.

Another approach to the problem is a trip-amortization charge where roads participating in the movement bear a share of the cost of providing the car by special payments for each trip.

Both the pool system and the per-trip amortization charge were developed for assigned cars. These are cars regularly assigned to a special service and not available to (or suitable for) other customers. Assigned cars make up by far the greatest number of special cars, although free-running cars, available to any shipper that can use them, are rapidly increasing.

Specific Assignments

For many special cars, specific assignments are essential. A box car fitted with special racks for Chevrolet fenders, for example, cannot carry Chrysler tail fins.

Free-running cars are coming into more general use. At the moment, they are mostly various types of box cars with damage prevention features. The great advantage of free-running cars is their ability to produce revenue in both directions.

A free-running car on the Central, for example, can bring in a carload of canned goods from Chicago to New York, take another commodity from Peekskill to St. Louis, come back

with dry chemicals to Boston, and leave again with copper wire from Rome to Detroit. Because free-running cars are not covered by pool arrangements or single-trip amortization charges, they are generally restricted to on-line movements.

PRR Special Equipment Bureau

In setting up its special equipment bureau, the Pennsylvania reasoned that special-equipment responsibility was divided almost equally between sales and operations. In consequence, the bureau was set up as a kind of hybrid.

Mr. J. M. Ansman reports to both the vice president — operations and maintenance and the vice-president—sales. All special equipment (except piggyback, which is separate because of the PRR's membership in Trailer Train Company), is under the jurisdiction of the manager of special equipment.

Operating and sales functions are combined in Mr. Ansman's staff. The supervisor of car distribution handles load-protecting box-car assignment and operations. Another man is responsible for covered cars: hoppers and gondolas. A third handles special rack cars for automotive movements. A fourth handles accounting details for the whole operation.

On the PRR, requests for special equipment go directly to Mr. Ansman, after funneling through the regional sales organization. When a request comes in, the special-equipment staff evaluates the business, talks to the industry involved and determines how best to meet the customer's needs. At the design stage, the staff works about two years ahead of actual service. Work currently being concluded is for 1960 car requirements.

Heavy-duty flat cars, of which PRR has a good supply, present a special problem. Because heavy loads may require special handling and circuitous routing, these cars often get sub-standard utilization, although special cars as a rule average much higher use than standard cars.

Heavy duty cars tend to be expensive. To make up for some of the extra cost, other roads participating in off-line movements of HD cars pay an average loading charge of $100 to the owning road.

Various methods have been suggested for assessing part of the cost of special cars to roads that benefit from them. Among the methods are increased per diem, increased demurrage, and rates based on mileage rather than per diem charges. A major disadvantage of such methods is customer reluctance to accept rates based on higher per diem or demurrage charges. On the bright side, though, through the AAR Car Service Division, heavy-duty cars are often routed to get return loads.

On the New York Central

Responsibility for special equipment on the New York Central is divided between the freight sales and service and the transportation departments. Requests for special equipment on the Central go to Mr. H. G. Wolven, supervisor of special car bureau of the transportation department. Responsibility for sales and service of special equipment, including scheduling of service, belongs to Mr. McMillen, who reports to the vice president —freight sales and service. It is Mr. McMillen's responsibility to see that special equipment is sold to the best advantage, and to make sure the right kind of equipment is available when it is needed. He also schedules freight service to deliver special cars in the way that will bring in maximum revenue. Other functions of the transportation department are to see that cars are assigned to industries that require them and that cars are kept in good operating condition, ready for

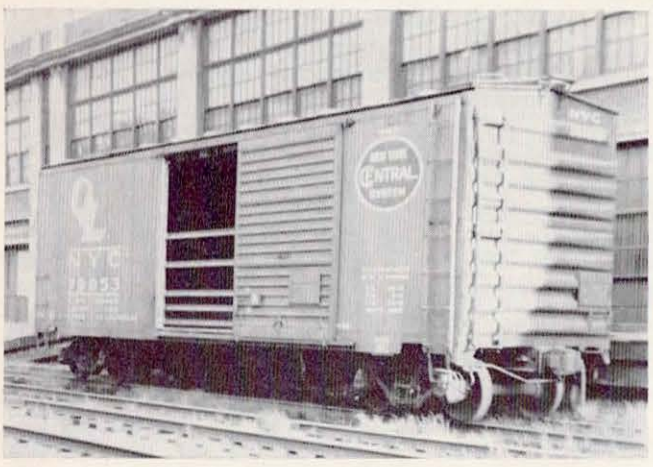
Cooperation All Around

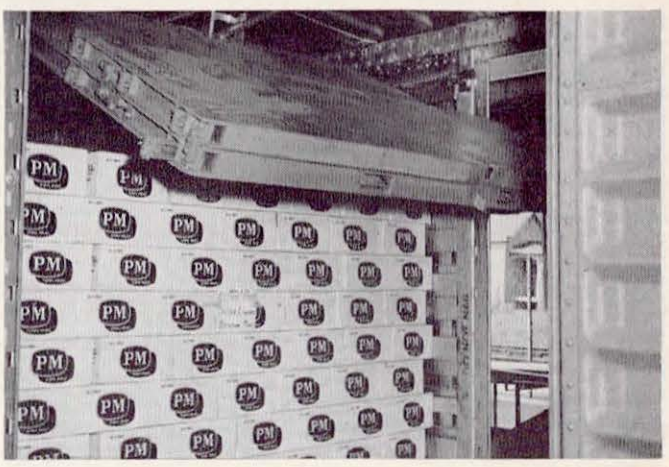
Mr. McMillen and Mr. Wolven work together with the equipment department and with industry on design and engineering and on the assignment and distribution of special equipment. A distinction is made between "special" special cars (that is—DF cars, compartmentizer cars, auto parts cars, quickloaders, covered cars for coil steel), and "general" special cars (covered hoppers, airslide cars, heavy duty cars, container cars, etc.) which are handled by R. P. Chaufionnier, supervisor of special car utilization.

Service planning is based on an average utilization for specials of 2.5 trips a month, for an average trip from Michigan to the east coast. To maintain this average, special cars get special attention. They move in symbol freights, both loaded and empty.

The future appears to be pointing towards even greater development of the specials, particularly of the free-running cars, that can carry loads and produce revenue in both directions.

HERE'S HOW SPECIAL CARS CAN SAVE MONEY





DAMAGE PREVENTION cars, like the Quick Loader and the Compartmentizer, are rapidly boosting the number of special cars in service. The Quick Loader above went into NYC service this fall. First load (right), was 77,650 lb of liquor from Carthage, Ohio, to Boston. Not a single bottle was broken. An impact recorder showed the car was handled in normal operation throughout. Second load was 73,350 lb in the same service. Only four bottles broke.

Current Railroad Questions

Our two topics this week are both holdovers from previous columns. The question on staggering rail joints at midpoints of rails was first raised in our December 1 column (p. 32).

The second question concerning measurement of operating performance was first discussed here in the December 15 column (p. 15). The question was suggested by a man who felt that present methods of measuring operating performance were inadequate for comparing the speed of average carload shipments from shipper to consignee. Both questions will be discussed further in future issues. . . . *G.C.R.*

Why Are Rail Joints Staggered at Midpoints of Rails?

"If joint bars were 100 per cent effective, it would not matter how joints were laid. But since the joint is the weakest part of the track structure, it has been found better to stagger them, because—

"1. It is more economical to maintain comfortable riding track using staggered joints.

"2. Better line is obtained due to always having one rail continuous.

"3. Better riding qualities are obtained from swivel trucks of equipment because of staggered joints, as the depression of the car floor is one half the amount a joint is low. Also, as the speed of a train increases, the car does not have time to sway to the full amount of the joint depression.

"4. The impact at a single joint is half that at opposite joints, with a resultant reduction in wear and tear on rail and equipment."—*A. E. Perlman, president, New York Central.*

Do We Measure Operating Performance Adequately?

"With respect to the measure of time performance, it is my feeling that with our Sentinel and Time Saver Service, modernized records and the use of electronic machines for the tabulation of car movements from our terminals, we have on the B&O a very effective yardstick."—*T. J. Klauenberg, superintendent, Baltimore & Ohio.*

•

"We think it is imperative that railroads do not take a negative attitude toward this subject if we are to maintain or hope to expand our share of the freight tonnage available now and in the future.

"Your recent correspondent places emphasis on the importance of train performance. While we agree that certain train statistics are important and that there is no particular significance in maintaining average carload speeds, railroad customers are interested in their individual car performance, not operating statistics. Attention to individual shipment is a major factor in the growth of the trucking industry.

"Even if patrons promptly advise railroads when service is inadequate, it is already too late to correct that shipment and the business may be lost. It is our responsibility to notify customers of anticipated delivery or undue delay. We should not wait for the customers to discover these facts.

"A glaring lack of control statistics on arrival and departure time of carload shipments at patron's loading or unloading points handicaps operating officers. A trainmaster may spend much time checking industry spotting of loads that have been rushed across a system in three days and require 24 to 48 hours for spotting after terminal arrival. He is checking traffic complaints after they have occurred instead of planning better switch movements to prevent delay. A lack of complaints indicates service is not so bad as to offend, but gives no picture of the standard of performance which should be maintained for customers at terminals. This is operation by reaction—not action.

"Coupled with terminal standards of operation must be an integrated system which readily gives a complete individual car record from origin to destination. Also, standards must be developed against which this record can be compared. Railway officers will then be able to act upon car movements if they fail to meet established standards.

"The Great Northern is now in the process of developing such a system. It will measure elapsed time for individual car movements and compare these against future standards."—*T. J. Lamphier, director, division of economic research, and C. P. Turnburke, trainmaster, Great Northern.*

•

"It is my opinion the sales departments of the railroads might be served advantageously by maintaining time records of individual cars from shipper to consignee. This being so, the operating departments would, of course, have access to such records."—*D. T. Barksdale, Supt., Missouri Pacific.*

•

CONDUCTED by G. C. RANDALL, district manager, Car Service Division (ret.), Association of American Railroads, this column runs in frequent weekly issues of this paper and is devoted to authoritative answers to questions of interest to railroaders at all levels of responsibility. Readers are invited to submit questions and, when so inclined, letters agreeing or disagreeing with our answers. We will pay $10 for questions suggested by readers, which are used in this column. Communications should be addressed to Question and Answer Editor, Railway Age, 30 Church Street, New York 7.

B&M Demonstrates 'Railiner' . . .

. . . as a possible method of handling containerized traffic by piggyback techniques. "We are firmly convinced," a Boston & Maine spokesman told Railway Age, "that containerized movement of freight will improve service and reduce investment capital and operating costs. . . . We expect to find continuing interest in this field, and that interlining arrangements to cover containers will materialize soon." "Railiner," manufactured by Southern Car & Manufacturing Co., Birmingham, Ala., utilizes containers with special recesses or grooves in the bottom for hydraulic arm transfer from flatcar to highway trailer. Containers are available in steel or aluminum; in sizes from 18 to 40 ft; and may be purchased or leased. The B&M's first demonstration was at Boston in December.

Railroading After Hours with Jim Lyne

LETTERPRESS QUEST—About those old letterpresses, which used to be standard station equipment—Safety-Service Agent L. M. Rounds of the ICC recalls the tub in which the copying cloths were soaked. The stale water got pretty fragrant. This scent, mixed with that of oil lamps and soft coal smoke, made a combination that identified a railroad station, so a blind man could tell where he was. Mr. Rounds advises me where he believes I can find one of these letterpresses still in use, but I'm going to check the information before letting it out.

Agent L. E. Siberell of the N&W at Columbus says he has three of these old presses in his private collection, and Executive Secretary C. E. Cleveland of the Vermont Railroad Association says he has one. He puts it to practical use too—flattening pasted-up newspaper clippings, so they'll take less space in his files.

PROMOTED TOO FAR—A railroader in Missouri who's too modest to let me reveal his identity tells me about a railroad man who went to farming, and provided himself with an excellent bird dog, named "Old Brakeman." A city fellow borrowed Old Brakeman for a day's hunting and the farmer charged him $5. The next time the city man wanted to borrow the dog, the farmer charged him $10—explaining there had been a promotion and the dog was now "Old Conductor."

On the next trip, the price had dropped to $2. The farmer said: "I promoted him too far. I made him 'Old Trainmaster.' Now all he does is sit on his tail and bark."

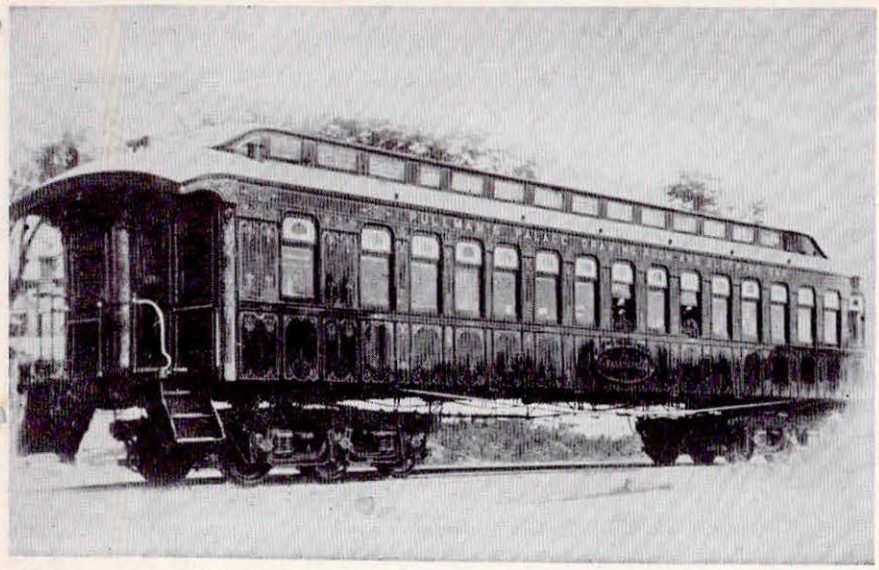
In passing along this yarn, I'd better point out that I don't believe it is true or that it reflects typical trainmaster's behavior. This explanation, believe it or not, is necessary. I gave vent to a story here recently, where the victim was a fireman, and I got some hot mail from a couple of fellows who thought I was insulting the craft. Far from it!

AVERAGE VS. THE BEST—The observation has hit me pretty often lately that, too frequently, railroads are forced to compete only with their average performance—against the best performance of which their rivals are capable. For example, take these river fellows—if channels and river equipment are improved to move tows of, say, 20,000 tons—then contract or unregulated carriers can *immediately* use these specific reduced costs in going out after tonnage. Unless they want to, they don't have to average out the costs of their new equipment with those of their older, slower and smaller fleets in making bids for competitive traffic.

I don't claim to know the answer to this problem. I know from the mail and conversation I get that there are a lot of smart fellows who read this corner of mine. Some of them must know the answer, in whole or in part.

RR NEWS SERVICE—In the long newspaper strike in New York, the NY Central stepped into the breach by putting out a daily news digest (circulation 40,000—primarily to commuters). Newspapers and the Associated Press cooperated by furnishing the news, and a manufacturer of duplicating machines supplied the necessary physical equipment and operators.

Just another case where the railroad is the public's good old stand-by.



30-SECOND ORDER FORM

Simmons-Boardman Books
30 Church Street
New York 7, N. Y.

Yes, rush a copy of 100 YEARS OF RAILROAD CARS to me immediately upon publication at $8.50 per copy. ___ Check enclosed. ___ Bill me. (SAVE! Send remittance with order and we pay postage).

Name_____

Street_____

City_____ Zone____

State_____

100 Years of Railroad Cars

Compiled and Edited by Walter A. Lucas

This new volume provides authentic pictures and drawings of more than 200 railroad cars carefully selected from several editions of the *Car Builders' Cyclopedia, Railway Age* files and the author's private collection. It provides the hobbyist with authentic lore out of the past, not to be gained from any other single source. Some of the specimens in the book are not to be found except in their old, very scarce cyclopedia origins. Lavishly accompanied by photographs, the plans found in this book are specially designed so that the model builder can construct his own scale models from the full and complete information given, whether his interest lies in an early Davenport and Bridges Box Car or in one of the most recent streamlined dome cars.

Much of the information in this great new book is next to impossible for the average railroad man to find. The owner of 100 YEARS OF RAILROAD CARS will treasure it as the standard volume on the subject—perhaps never again will a book like this be published. It will certainly be one of the most complete books of railroad car plans and pictures ever published.

Here is the companion volume to the author's highly successful 100 YEARS OF STEAM LOCOMOTIVES, published late last year, and already becoming a collector's item. Model railroad builders, railroad enthusiasts, collectors of Americana, and transportation specialists will recognize in these two volumes an authoritative treatment of the motive power and rolling stock employed on American railroads over the past century.

Note the comprehensive coverage of 100 YEARS OF RAILROAD CARS as indicated by these section headings: *Freight Cars*—Box, Automobile, Ventilator, Gondola, Hopper, Ballast, Ore, Covered, Flat, Drop Center, Well Hole, Trailer, Rack, Refrigerator, Milk, Tank, Stock, Poultry, Service, Dump, Cranes, Snow Plow, Work, Caboose. *Passenger Cars*—Combine, Baggage, Express, Mail, Coach, Parlor, Chair, Dining, Buffet, Cafe, Kitchen, Sleeping, Dormitory, Observation, Dome, Business, Official, Private, Suburban, Motor, Electric, Diesel, Gasoline, Steam. *Trucks* — Four and Six Wheel Freight and Passenger.

Giant 8½ x 11 format, lavishly illustrated, sturdy cloth binding, with handsome jacket.

208 pages

•

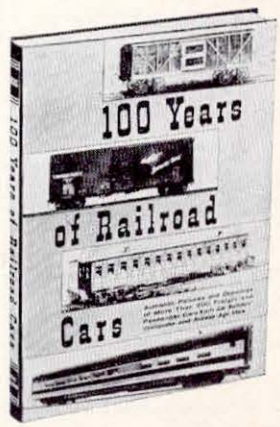
566 illustrations

•

$8.50 per copy

•

Order Your Copy Now



SIMMONS-BOARDMAN BOOKS • 30 CHURCH STREET • NEW YORK

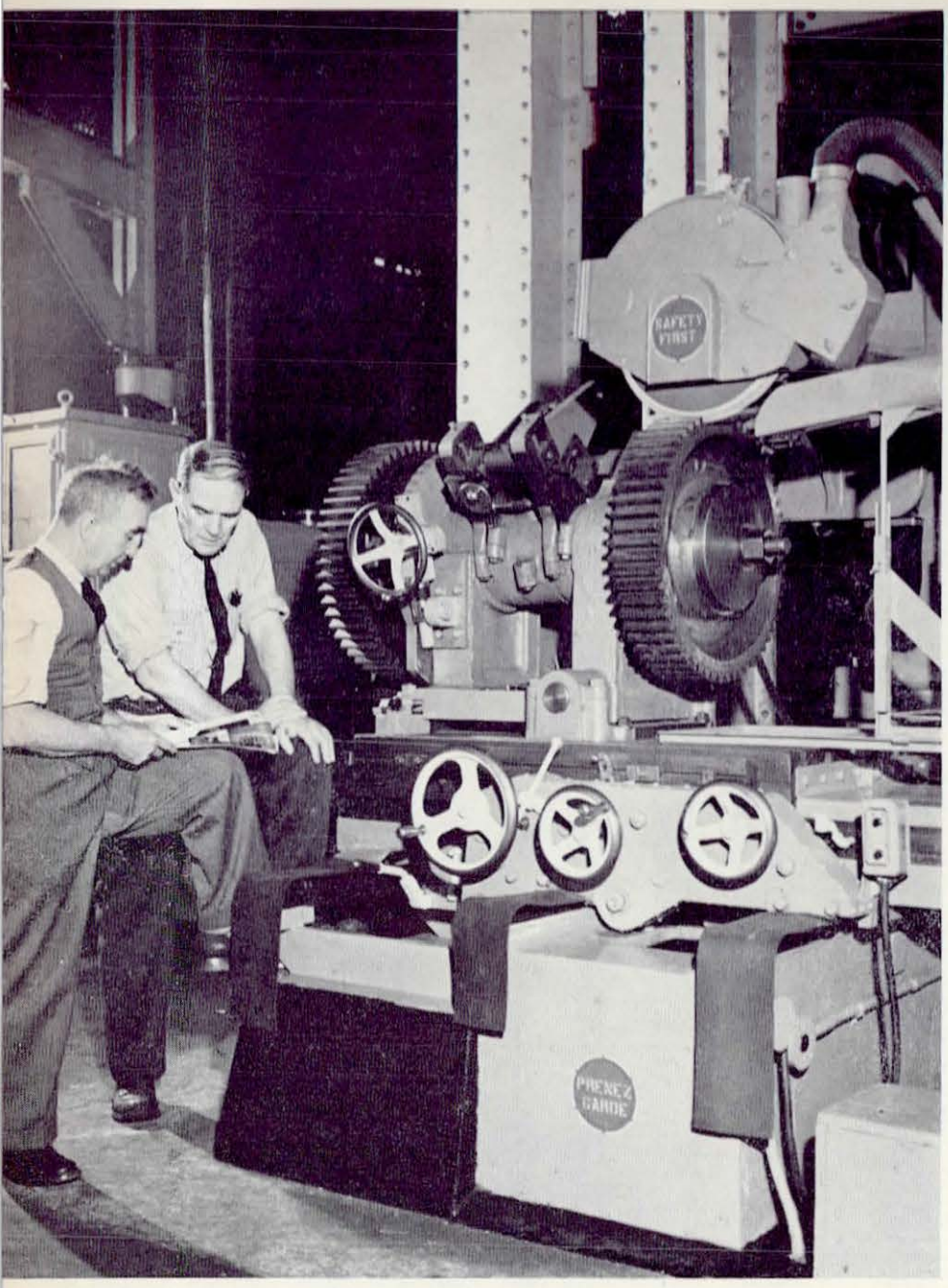
Freight Operating Statistics of Large Railroads—Selected Items

Region	Road and Year	Miles of road operated	Locomotive Miles: Train miles	Locomotive Miles: Principal and helper	Locomotive Miles: Light	Car Miles: Loaded (thousands)	Car Miles: Per cent loaded	Ton-miles (thousands): Gross excl. locos & tenders	Ton-miles (thousands): Net rev. and non-rev.	Road-locos on lines: Serviceable: Unstored	Road-locos on lines: Serviceable: Stored	Road-locos on lines: Per cent: B. O.	Road-locos on lines: Per cent: B. O.
New Eng. Region	Boston & Maine 1958	1,559	199,500	200,020	3,762	7,500	62.6	518,751	213,299	59	21	13	14.0
	1957	1,560	221,211	221,596	4,404	8,203	63.9	559,480	231,549	79	2	1	1.2
	N. Y., N. H. & Htfd 1958	1,739	237,292	237,320	14,170	9,712	65.3	637,315	267,426	76	3	12	13.2
	1957	1,739	255,703	255,703	16,886	10,482	66.2	686,068	292,199	90	..	7	7.2
Great Lakes Region	Delaware & Hudson 1958	764	150,375	152,202	2,233	7,422	63.9	536,135	270,790	37	3	2	4.8
	1957	771	163,205	168,801	6,675	8,903	67.6	638,450	338,244	40	..	3	7.0
	Del., Lack. & Western 1958	922	224,205	229,023	8,764	9,704	66.0	652,693	275,909	57	..	7	10.9
	1957	928	242,170	249,723	18,013	11,409	69.3	747,392	324,323	62	..	1	1.6
	Erie 1958	2,207	477,686	479,902	9,448	27,096	68.4	1,674,535	666,459	164	7	2	1.2
	1957	2,207	559,536	562,843	13,631	30,678	67.8	1,951,773	769,680	172	..	1	0.6
	Grand Trunk Western 1958	951	181,836	182,664	1,129	6,110	61.6	431,478	177,032	42	12	16	22.9
	1957	951	199,942	209,336	1,429	6,394	61.0	461,567	193,691	51	15	15	18.5
	Lehigh Valley 1958	1,118	185,995	189,108	3,397	8,511	64.8	589,122	267,446	27	..	7	20.6
	1957	1,133	213,338	216,361	4,118	9,596	66.0	663,720	308,494	32	..	2	5.9
	New York Central 1958	10,470	1,849,722	1,862,292	93,178	76,698	59.0	5,688,111	2,537,538	436	10	36	7.5
	1957	10,570	2,006,415	2,029,351	97,860	85,212	58.7	6,380,250	2,854,762	466	6	25	5.0
	New York, Chic. & St. L 1958	2,155	526,501	526,501	4,041	24,654	65.4	1,742,812	776,293	100	31	5	3.7
	1957	2,155	649,451	663,568	4,615	28,433	64.5	2,025,031	913,359	163	11	17	8.9
	Pitts. & Lake Erie 1958	221	53,138	53,138	..	1,961	59.2	186,422	113,495	13	1	2	12.5
	1957	221	60,615	60,615	..	2,647	66.4	231,783	144,113	17	..	..	..
	Wabash 1958	2,379	422,704	422,704	3,457	18,568	67.1	1,247,805	519,358	114	..	..	..
	1957	2,379	492,178	495,001	5,918	21,658	64.2	1,463,610	577,188	111	..	1	0.9
Central Eastern Region	Baltimore & Ohio 1958	5,830	1,218,843	1,304,055	81,399	57,113	62.6	4,320,540	2,093,411	432	92	6	1.1
	1957	5,896	1,460,719	1,612,451	134,658	61,111	60.7	5,028,858	2,476,150	460	32	47	8.7
	Bessemer & Lake Erie 1958	203	54,284	53,986	94	2,478	62.2	298,232	197,271	11	..	3	21.4
	1957	208	55,911	62,239	160	2,824	60.7	341,032	223,409	17	..	..	..
	Central RR Co. of New Jersey 1958	600	104,748	105,960	5,224	4,026	64.4	309,374	162,669	54	..	16	22.9
	1957	612	116,708	117,827	6,179	4,320	64.4	332,527	174,704	69	..	3	4.2
	Chicago & Eastern Ill 1958	863	120,033	120,033	2,974	5,351	62.8	418,433	211,258	26	..	5	16.1
	1957	862	111,605	111,605	2,892	4,886	64.0	364,715	178,157	26	..	1	3.7
	Elgin, Joliet & Eastern 1958	236	56,030	58,560	..	2,004	63.0	163,761	89,365	34	10	..	..
	1957	236	81,632	83,178	..	2,464	61.9	204,761	111,000	37	2	4	9.3
	Pennsylvania System 1958	9,893	2,452,689	2,576,693	167,743	106,533	63.5	7,971,451	3,769,736	680	70	117	13.5
	1957	9,913	2,892,768	3,095,071	250,043	124,830	64.9	9,375,518	4,577,476	860	38	191	17.5
	Reading 1958	1,302	264,398	265,650	9,193	10,226	58.8	866,595	456,851	137	12	46	23.6
	1957	1,303	324,686	326,770	12,101	12,463	61.2	1,049,356	562,241	163	18	10	5.2
	Western Maryland 1958	844	138,288	143,562	8,043	5,500	61.0	491,768	280,928	40	4	1	2.2
	1957	846	162,563	167,632	8,303	6,724	63.0	591,171	342,027	53	..	1	1.9
Pocahontas Region	Chesapeake & Ohio 1958	5,066	1,198,541	1,202,527	22,534	58,156	55.6	5,236,289	2,928,275	592	3	17	2.8
	1957	5,067	1,517,962	1,523,782	30,377	70,154	54.5	6,493,661	3,640,685	610	3	74	10.8
	Norfolk & Western 1958	2,116	601,548	637,194	42,462	31,386	55.6	3,054,570	1,667,520	195	15	8	3.7
	1957	2,110	689,210	757,241	61,098	36,895	55.6	3,594,773	1,976,975	240	14	11	4.2
	Rich. Fred. & Potomac 1958	110	29,927	29,927	621	2,006	64.5	134,094	53,949	11	4	..	..
	1957	110	35,950	35,950	729	2,483	68.6	155,195	64,994	15	..	..	..
	Virginian 1958	608	129,957	131,952	3,077	6,596	54.3	636,787	358,250	50	15	12	15.6
	1957	611	166,668	169,548	4,485	8,715	53.4	863,723	492,238	59	4	13	17.1
Southern Region	Atlantic Coast Line 1958	5,296	573,119	573,119	5,950	21,503	58.4	1,668,515	763,503	105	20	2	1.6
	1957	5,283	629,700	629,715	7,081	21,873	58.0	1,685,664	765,021	104	29	2	1.5
	Central of Georgia 1958	1,730	184,939	184,939	2,570	7,275	64.8	559,312	267,485	33	..	2	5.7
	1957	1,730	179,618	179,618	1,846	7,627	66.1	552,601	270,464	32	..	2	5.9
	Florida East Coast 1958	571	88,619	88,619	..	3,008	53.8	238,070	92,285	51	..	4	7.3
	1957	571	99,040	99,040	..	3,076	52.5	240,462	90,752	53	..	7	11.7
	Gulf, Mobile & Ohio 1958	2,717	254,341	254,341	118	13,993	67.2	977,573	468,890	87	..	4	4.4
	1957	2,717	258,547	258,547	194	14,823	67.0	1,046,885	503,805	85	..	6	6.6
	Illinois Central 1958	6,497	982,924	982,924	26,883	44,070	62.1	3,259,775	1,528,546	221	54	121	31.3
	1957	6,498	1,082,148	1,082,148	30,598	47,123	61.1	3,351,591	1,649,115	253	56	54	14.9
	Louisville & Nashville(*) 1958	5,680	857,826	858,852	16,056	35,154	60.7	2,755,805	1,380,188	158	..	2	1.3
	1957	5,686	1,016,261	1,020,562	17,643	36,538	60.4	2,817,311	1,418,952	160	..	5	3.0
	Seaboard Air Line 1958	4,135	577,812	577,812	1,188	21,124	58.9	1,650,410	752,497	145	..	7	4.6
	1957	4,049	558,547	558,547	1,273	21,416	59.2	1,629,031	729,597	141	..	4	2.8
	Southern 1958	6,249	826,656	826,882	8,834	37,737	65.5	2,599,300	1,225,739	175	1	19	9.7
	1957	6,251	826,571	826,641	10,027	38,792	67.0	2,598,097	1,217,207	193	..	14	6.8
Northwestern Region	Chicago & North Western 1958	9,254	854,386	854,386	10,335	33,645	62.4	2,456,043	1,009,350	168	..	10	5.6
	1957	9,252	862,972	862,972	8,578	32,540	60.5	2,414,323	1,025,010	172	..	7	3.9
	Chicago Great Western 1958	1,437	128,864	128,864	161	7,249	66.7	505,075	233,878	25	..	1	3.8
	1957	1,437	128,072	128,072	169	7,397	65.8	525,601	245,044	29	..	1	3.3
	Chic., Milw., St. P. & Pac. 1958	10,583	899,400	913,740	13,262	43,956	64.9	3,019,233	1,366,704	287	7	9	3.0
	1957	10,597	944,025	958,608	16,974	43,927	61.6	3,067,338	1,308,705	286	..	15	5.0
	Duluth, Missabe & Iron Range 1958	554	97,974	98,170	502	5,323	51.5	588,984	374,193	66	29	6	5.9
	1957	567	150,993	151,605	1,079	7,497	51.0	805,186	490,162	70	3	9	11.0
	Great Northern 1958	8,281	1,019,835	1,026,251	25,801	46,772	62.7	3,526,316	1,676,431	265	..	12	4.3
	1957	8,273	1,089,619	1,094,037	23,467	45,527	63.4	3,439,634	1,662,603	248	53	2	.7
	Minneap., St. P. & S. St. Marie 1958	4,169	377,046	379,315	3,125	14,153	66.1	979,330	461,421	84	8	3	3.2
	1957	4,169	416,494	417,658	1,606	13,756	63.1	976,834	444,675	85	8	6	6.1
	Northern Pacific 1958	6,533	825,568	835,262	11,331	36,808	61.8	2,619,835	1,135,489	233	4	7	2.9
	1957	6,534	809,419	819,931	19,133	34,336	63.0	2,417,317	1,054,871	247	50	8	2.6
	Spokane, Portland & Seattle 1958	935	145,770	145,770	1,330	6,890	75.1	458,565	224,825	57	..	1	1.7
	1957	944	137,515	137,515	1,331	6,190	74.6	409,308	198,132	54	..	2	3.6
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) 1958	13,086	2,190,913	2,404,971	67,365	106,444	65.6	7,303,298	2,882,015	563	6	115	16.8
	1957	13,172	2,167,632	2,304,925	43,104	99,718	64.8	6,757,972	2,600,124	556	26	102	14.9
	Chic., Burl. & Quincy 1958	8,675	1,074,515	1,070,683	24,679	50,357	66.4	3,309,814	1,418,985	146	11	69	30.5
	1957	8,728	1,112,983	1,108,045	24,861	48,708	63.2	3,267,244	1,342,769	170	25	31	13.7
	Chic., Rock I. & Pac. 1958	7,561	855,498	853,790	2,401	34,283	64.2	2,461,062	1,081,539	175	..	10	5.4
	1957	7,614	897,889	898,915	2,789	34,419	61.5	2,516,889	1,055,269	178	..	8	4.3
	Denver & R. G. Wn. 1958	2,155	334,183	356,206	39,547	16,927	74.5	1,104,470	529,662	84	6	4	4.3
	1957	2,155	344,802	370,348	43,731	16,709	67.9	1,156,242	529,779	87	4	3	3.2
	Southern Pacific 1958	8,025	2,093,960	2,192,713	128,219	98,905	64.3	6,824,250	2,759,527	646	3	56	7.9
	1957	8,035	2,043,931	2,127,385	126,383	96,171	63.4	6,693,594	2,669,839	707	87	21	2.6
	Union Pacific 1958	9,748	2,336,139	2,377,361	67,354	114,746	65.2	7,594,245	3,082,812	382	25	97	19.2
	1957	9,786	2,337,333	2,395,425	100,000	113,105	63.6	7,614,220	3,064,338	432	39	73	13.4
	Western Pacific 1958	1,189	252,263	259,919	17,134	12,178	72.2	768,300	340,684	46	..	1	2.1
	1957	1,190	259,307	279,415	14,257	11,904	63.8	805,909	333,858	46	..	..	..
Southwestern Region	Kansas City Southern 1958	886	111,285	111,285	159	7,300	68.6	520,461	240,625	23	..	1	4.2
	1957	886	127,012	127,012	110	7,505	66.3	545,306	247,356	25	..	1	3.8
	Louisiana & Arkansas 1958	746	68,539	68,539	..	3,685	64.0	286,987	134,751	18	..	..	..
	1957	746	78,477	78,477	5	3,776	62.7	295,008	135,796	22	..	..	..
	Mo.-Kans.-Texas Lines 1958	2,915	219,054	219,054	1,908	10,674	65.4	708,432	312,095	75	..	3	3.8
	1957	3,172	240,299	240,299	2,401	11,487	63.2	782,255	330,357	78	..	1	1.3
	Missouri Pacific 1958	9,515	1,029,926	1,029,926	7,921	49,742	66.0	3,514,508	1,645,817	197	25	18	7.5
	1957	9,645	1,088,154	1,088,154	8,612	49,662	63.8	3,573,661	1,625,782	349	..	22	5.9
	St. Louis-San Francisco 1958	4,541	540,349	540,349	5,119	23,317	68.1	1,568,027	729,339	93	5	12	10.9
	1957	4,573	591,701	591,701	5,592	23,456	65.4	1,601,596	724,582	100	..	7	6.5
	St. Louis Southw. Lines 1958	1,554	289,639	289,705	1,509	13,672	76.0	830,322	371,165	51	..	1	1.9
	1957	1,554	291,140	291,176	1,369	13,594	72.4	841,753	376,276	50	..	1	2.0
	Texas & New Orleans 1958	4,206	583,476	583,476	650	25,971	65.5	1,808,403	825,017	137	..	2	1.4
	1957	4,272	593,392	593,392	606	25,073	67.6	1,706,775	785,924	138	..	3	2.1
	Texas & Pacific 1958	1,822	236,318	236,318	2,104	10,902	66.3	759,585	307,531	38	..	1	2.6
	1957	1,822	250,097	250,097	4,379	12,466	63.1	897,430	354,733	41	..	2	4.7

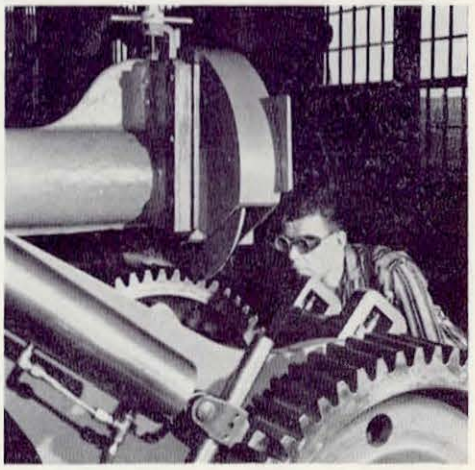
For the Month of September 1958 Compared with September 1958

Region, Road and Year		Freight cars on line: Home	Foreign	Total	Per Cent B. O.	C.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New Eng. Region	Boston & Maine 1958	2,320	7,770	10,090	3 5	40,670	2,604	1,071	28.4	722	40.5	4,561	15.6	80.1
	1957	1,912	8,291	10,203	2.2	38,726	2,537	1,050	28.2	764	42.4	4,948	15.3	103.9
	N. Y., N. H. & Hfd 1958	2,802	12,610	15,412	5.2	41,096	2,686	1,127	27.5	594	33.1	5,126	15.3	113.5
	1957	2,691	14,328	17,019	2.9	42,826	2,683	1,143	27.9	596	32.3	5,601	16.0	114.0
Great Lakes Region	Delaware & Hudson 1958	4,947	4,966	9,913	9.6	63,644	3,586	1,811	36.5	852	36.6	11,815	17.9	136.3
	1957	2,363	6,001	8,364	4.7	66,679	3,930	2,082	38.0	1,366	53.2	14,624	17.0	156.4
	Del., Lack. & Western 1958	6,049	8,326	14 375	8.6	51,139	2,951	1,248	28.4	637	34.0	9,975	17.6	134.7
	1957	4,862	10,856	15,718	4.7	55,101	3,140	1,363	28.4	661	33.5	11,650	17.9	157.4
	Erie 1958	10,596	14,069	24,665	6.7	70,614	3,535	1,407	24.6	893	52.1	10,066	20.1	105.2
	1957	9,286	19,015	28,301	3.3	71,965	3,522	1,389	25.1	906	53.3	11 625	20 6	123.3
	Grand Trunk Western 1958	5,366	7,207	12,573	6.6	50,643	2,386	979	29.0	456	25.5	6 205	21.3	95.2
	1957	5,025	7,465	12,490	7.2	50,638	2,319	973	30.3	511	27.7	6,789	22.0	93.8
	Lehigh Valley 1958	7,469	8,276	15,745	11.0	62,163	3,210	1,457	31.4	569	28.0	7,974	19.6	211.4
	1957	4,048	9,767	13,815	5.1	68,418	3,143	1,461	32.1	743	35.0	9,076	22 0	235.6
	New York Central 1958	69,763	68,263	138,026	9.3	53,910	3,108	1,386	33.1	590	30.2	8,079	17.5	166.1
	1957	52,857	79,875	132,732	3.4	53,226	3,217	1,439	33.5	702	35.7	9,003	16.7	156.9
	New York, Chic. & St. L. 1958	11,101	11,141	22,242	14.2	59,179	3,354	1,494	31.5	1,153	56.0	12,008	17.9	146.6
	1957	8,913	16,624	25,537	8.6	54,976	3,162	1,426	32.1	1,175	56.7	14,128	17.6	129.4
	Pitts & Lake Erie 1958	7,796	4,655	12,451	8.6	60,962	3,512	2,138	57.9	290	8.5	17,119	17.4	111.3
	1957	4,563	8,223	12,786	6.9	60,016	3,831	2,382	54.4	362	10.0	21,737	15.7	138.4
	Wabash 1958	10,662	8,751	19,413	6.6	66,137	2,963	1,233	28.0	895	47.7	7 277	22.4	130.6
	1957	9,349	10,626	19,975	4.5	64,351	2,984	1,177	26.7	973	56.9	8,087	21.6	158.3
Central Eastern Region	Baltimore & Ohio 1958	61,964	40,902	102,866	19.0	55,514	3,598	1,743	36.7	674	29.4	11,969	15.7	91.7
	1957	49,661	42,249	91,910	8.5	52,713	3,505	1,726	40.5	884	35.9	13,999	15.3	111.1
	Bessemer & Lake Erie 1958	3,930	1,718	5 648	9.8	97,430	5,933	3,924	79.6	1,053	21.3	32 393	17.7	136.2
	1957	4,883	840	5,723	8.1	110,010	6,243	4,090	79.1	1,372	28.6	35,803	18.0	138.8
	Central RR Co. of New Jersey 1958	3,890	9,369	13 259	16.0	43 233	3 087	1,623	40.4	417	16.0	9 037	14.6	77.4
	1957	2,517	9,694	12 211	10.0	40,871	2,957	1,553	40.4	484	18.6	9,515	14.3	83.3
	Chicago & Eastern Ill. 1958	2,852	4,138	6,990	10.8	61,725	3,499	1,766	39.5	1,120	45.2	8,160	17.7	134.1
	1957	2,789	3,499	6,288	12.4	59,682	3,280	1,602	36.5	948	40.7	6,889	18.3	131.9
	Elgin, Joliet & Eastern 1958	7,378	6,225	13,603	5.9	23,889	3,057	1,668	44.6	224	8.0	12 622	8.2	59.6
	1957	7,280	8,727	16 007	6.1	21,360	2,669	1,447	45.0	225	8.1	15 678	8.5	86.8
	Pennsylvania System 1958	129,835	68 675	198 510	18.3	56,295	3,345	1,582	35.4	635	28.2	12 702	17.3	115.8
	1957	97,261	101,054	198,315	9.5	54,716	3,334	1 628	36.7	776	32.6	15 392	16.9	110 2
	Reading 1958	17,855	17,307	35,162	17.2	49,582	3,278	1,728	44.7	439	16.7	11,696	15.1	59.0
	1957	12,301	19,031	31,332	4.7	51,614	3,232	1,732	45.1	578	21.0	14 383	16.0	70 0
	Western Maryland 1958	7,258	2,340	9 598	4.5	52,782	3,621	2,069	51.1	926	29.7	11,095	14.8	121.5
	1957	4,868	4,350	9,218	2.5	53,509	3,746	2,167	50.9	1,344	42.0	13,476	14.7	122.0
Pocahontas Region	Chesapeake & Ohio 1958	61,835	29,056	90,891	4.3	80,417	4,395	2,458	50.4	1,061	37.9	19 268	18.1	72.3
	1957	57 148	32 584	89 732	0.7	82,859	4,306	2,414	51.9	1 309	46.3	23 950	19.4	79.7
	Norfolk & Western 1958	38,712	8,775	47,487	5.1	88,739	5,192	2,834	53.1	1,140	38.6	26 268	17.5	112.7
	1957	37,661	10,421	48,082	1.0	91,099	5,346	2,940	53.6	1,414	47.5	31 232	17.5	112.1
	Rich. Fred. & Potomac 1958	101	919	1,020	2.9	84,816	4,489	1,806	26.9	1,716	98.9	16,348	18 9	72.8
	1957	58	1,145	1,203	0.8	84,437	4,322	1 810	26.2	1,927	107.3	19,695	19.6	87.9
	Virginian 1958	13,300	1,033	14,333	3.3	71,767	4,994	2,810	54.3	807	27.4	19 641	14.6	64.4
	1957	11,192	1,924	13,116	2.2	74,012	5,283	3,011	56.5	1 298	43.0	26,854	14.3	85.8
Southern Region	Atlantic Coast Line 1958	20,590	13,087	33 677	3.5	49,842	2,920	1,336	35.5	742	35.8	4,806	17.1	176.4
	1957	21,178	17,666	38,844	2.8	48 286	2,683	1,217	35.0	666	32.8	4,827	18.0	172.8
	Central of Georgia 1958	3,769	5,345	9,114	4.3	53 202	3,028	1,448	36.8	1,016	42.7	5,154	17.6	196.9
	1957	2,694	6,367	9,061	3.4	53 371	3,081	1,508	35.5	1,006	42.9	5,211	17.3	191.4
	Florida East Coast 1958	852	2,954	3,806	0.6	46,662	2,695	1,045	30.7	846	51.3	5,387	17.4	61.2
	1957	493	3,542	4,035	1.0	42,120	2,451	925	29.5	801	50.7	5,298	17.3	62.3
	Gulf, Mobile & Ohio 1958	6,432	9,078	15,510	5.9	72,429	3,846	1,845	33.5	961	42.6	5,753	18.8	101.5
	1957	5,750	11,915	17,665	6.3	75,511	4,052	1,950	34.0	1,021	44.8	6,181	18.6	103.3
	Illinois Central 1958	26,068	24,718	50,786	4.0	56 752	3,348	1,570	34.7	1,027	47.7	7,842	17.1	97 8
	1957	25,090	27,912	53,002	2.0	55,509	3 293	1,538	35.0	1,063	49.7	8,460	17.0	110.3
	Louisville & Nashville(*) 1958	33,344	16,665	50,009	8.2	52,662	3 219	1,612	39.3	891	37.4	8,100	16.4	204.5
	1957	30,355	19,136	49,491	5.8	50,714	2,778	1,399	38.8	974	41.5	8 318	18.3	219.7
	Seaboard Air Line 1958	17,293	12,921	30,214	2.7	55,185	2,909	1,326	35.6	841	40.1	6,066	19.3	149.9
	1957	13,494	13,200	26,694	2.8	54,346	2,973	1,332	34.1	908	45.0	6 096	18.6	149.5
	Southern 1958	18,388	28,606	46,994	5.1	52,351	3,157	1,489	32.5	879	41.3	6,538	16.6	151.5
	1957	16.620	25,163	41,783	4.9	52,909	3,157	1,479	31.4	976	46.5	6,491	16.8	155.8
Northwestern Region	Chicago & North Western 1958	21,255	32,132	53,387	4.6	51,985	2,883	1,185	30.0	647	34.5	3,636	18.1	176.5
	1957	21,310	30,665	51,975	5.2	49,098	2,822	1,198	31.5	630	33.0	3,693	17.5	170.2
	Chicago Great Western 1958	1,872	3,871	5 743	3.8	71,238	3,923	1,817	32.3	1,334	62.0	5,425	18.2	179.5
	1957	2,198	4,621	6,819	3.2	75,086	4,109	1,916	33.1	1,211	55.5	5,681	18.3	144.1
	Chic., Milw., St. P. & Pac. 1958	32,040	27,166	59,206	4.9	64,172	3,364	1,523	31.1	762	37.8	4,305	19.1	112.0
	1957	32,020	29,833	61,853	5.5	62,234	3,260	1,391	29.8	696	37.4	4,120	19.2	117.1
	Duluth, Missabe & Iron Range 1958	13,283	933	14,216	4.9	112,145	6,453	4,100	70.3	857	23.7	22,515	18.7	39.9
	1957	14,138	850	14,988	5.0	94,406	5,629	3,426	65.4	1,106	33.2	28,816	17.7	76.0
	Great Northern 1958	21,602	26,932	48,534	2.6	64,177	3,505	1,666	35.8	1,158	51.5	6,718	18.6	140.5
	1957	24,438	20,510	44,948	2.4	59,656	3,211	1,552	36.5	1,159	59.0	6,699	18.9	128.2
	Minneap., St. P & S. St. Marie 1958	6,932	7,474	14,406	5.3	53,507	2,610	1,230	32.6	1,030	47.8	3,699	20.6	117.7
	1957	6,737	8,735	15,472	2.5	48,900	2,359	1,074	32.3	892	43.8	3,555	20.8	160.2
	Northern Pacific 1958	17,178	20,024	37,202	3.2	63,720	3,175	1,376	30.8	1,017	53.3	5,794	20.1	123.2
	1957	18,586	17,575	36,161	3.6	60,431	2,996	1,308	30.7	926	47.8	5,381	20.2	97.3
	Spokane, Portland & Seattle 1958	1,606	4,654	6,260	1.9	45,870	3,158	1,548	32.6	1,207	49.3	8 015	11.6	98.9
	1957	1,439	4,218	5,657	2.8	44,059	2,922	1,448	32.0	1,083	45.4	6,996	14.8	94.0
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.) 1958	55,603	35,676	91,279	7.1	74,505	3,341	1,318	27.1	1,080	60.8	7,341	22.4	129.4
	1957	53,654	33,467	87,121	6.7	71,885	3,123	1,202	26.1	989	58.5	6,580	23.1	123.0
	Chic., Burl. & Quincy 1958	22,356	24,206	46 562	3.8	63,958	3,088	1,324	28.2	1,064	56.9	5,152	20.8	173.3
	1957	19,456	26,525	45 981	3 6	62,793	2 948	1,212	27 6	997	57.2	5 128	21.4	178.3
	Chic., Rock I. & Pac. 1958	15,085	24,745	39,830	4.3	57,570	2,889	1,270	31.5	899	44.4	4,768	20.0	167.4
	1957	13,145	25,788	38,933	4.8	58,107	2,815	1,180	30.7	931	49.3	4 620	20.7	172.0
	Denver & R. G. Wn. 1958	7,047	8,290	15,337	4.7	64,120	3 314	1,589	31.3	1,118	48.0	8,193	19.4	148.8
	1957	6,729	8,714	15,443	2.4	61,456	3,363	1,541	31.7	1,110	51.6	8,195	18.3	156.0
	Southern Pacific 1958	32,312	47,795	80,107	2.0	66,084	3,296	1,333	27.9	1,188	66.2	11,462	20.3	117.5
	1957	31,736	42,672	74,408	1.7	66,041	3,313	1,321	27.8	1,204	68.4	11,076	20.2	100.5
	Union Pacific 1958	29,171	38,079	67,250	2.0	84,821	3,272	1,328	26.9	1,496	85.5	10,542	26.1	170.5
	1957	30,944	35,746	66,690	1.8	85,117	3,283	1,321	27.1	1,503	87.2	10,433	26.1	159.0
	Western Pacific 1958	2,326	3,891	6,217	2.3	79,468	3,062	1,358	28.0	1,763	87.3	9,551	26.1	204.1
	1957	2,412	4,012	6,424	2.8	75,865	3,126	1,295	28.0	1,689	94.4	9,352	24.4	217.4
Southwestern Region	Kansas City Southern 1958	2,527	4,778	7,305	5.9	94,492	4,683	2,165	33.0	1,107	49.0	9,053	20.2	197.7
	1957	2,105	5,545	7,650	3.7	84,557	4,304	1,952	33.0	1,093	50.0	9,306	19.7	183.0
	Louisiana & Arkansas 1958	2,060	2,919	4,979	8.2	80,164	4,199	1,971	36.6	895	38.3	6,021	19.1	155.7
	1957	1,947	3,599	5,546	4.7	73,294	3,773	1,737	36.0	818	36.3	6,068	19.5	159.3
	Mo.-Kans.-Texas Lines 1958	5,091	7,814	12,905	9.9	53,503	3,242	1,428	29.2	818	42.8	3,569	16.5	104.2
	1957	4,279	6,981	11,260	8.6	58,794	3,273	1,382	28.8	986	54.2	3,472	18.1	111.6
	Missouri Pacific 1958	22,085	25,974	48,058	8.4	67,824	3,432	1,607	33.1	1,181	54.1	5,766	19.9	159.9
	1957	20,045	27,524	47,569	6.0	68,702	3,295	1,499	32.7	1,154	55.2	5,619	20.9	103.5
	St. Louis-San Francisco 1958	11,240	11,297	22,537	1.9	56,813	2,914	1,355	31.3	1,077	50.6	5,354	19.6	191.2
	1957	10,541	12,640	23,181	1.5	56,494	2,717	1,229	30.9	1,053	52.1	5 282	20.9	202.0
	St. Louis Southw. Lines 1958	2,402	4,738	7,140	2.0	63,905	2,874	1,285	27.1	1,843	89.3	7,961	22.3	195.0
	1957	2,302	4,481	6,783	1.5	62,626	2,893	1,293	27.7	1,994	99.5	8,071	21.7	190.0
	Texas & New Orleans 1958	6,242	15,167	21,409	1.5	67,784	3,116	1,422	31.8	1,221	58.6	6,538	21.9	148.2
	1957	6,262	15,129	21,391	1.9	61,556	2,895	1,333	31.3	1,203	56.8	6,132	21.4	149.8
	Texas & Pacific 1958	3,385	5,858	9,243	4.3	67,741	3,229	1,307	29.2	1,115	59.6	5,626	21.1	216.5
	1957	3,076	5,573	8,649	2.5	76,980	3,606	1,425	28.5	1,375	76.5	6,490	21.5	215.5

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Subject to revision.



WORN GEAR WHEEL goes on the machine for regrinding. Master gear is at the left.



GRINDING WHEEL automatically reshapes the profile on a worn gear tooth. Procedure is being observed by machinist operator Dave Helferty.

MAINLY RESPONSIBLE for the new gear-grinding machine at the CPR's Angus shops are R. G. Thomas (left), assistant general foreman, and C. McEachern, machine shop foreman.

CPR Employees Help Cut Costs

The reclamation of worn diesel gears is an outstanding example of employee initiative in the Canadian Pacific's drive to reduce maintenance costs.

About two years ago employees at the Angus locomotive shops in Montreal got together to figure out how to eliminate or reduce waste and unnecessary expense. The result—a machine developed and built to reclaim worn bull gears from diesel wheel assemblies.

The machine, built of parts from obsolete machine tools, paid for itself in six months. Before the advent of the machine, worn diesel gears were merely scrapped. According to the CP's motive power department, a gear is good for roughly ten years, perhaps much less. Angus officials and employees had reason to be alarmed, since every time a gear was replaced it cost the company between $450 and $550. Estimated cost for new gears in 1957 was $13,776. Average yearly cost over the past four years has been $26,447.

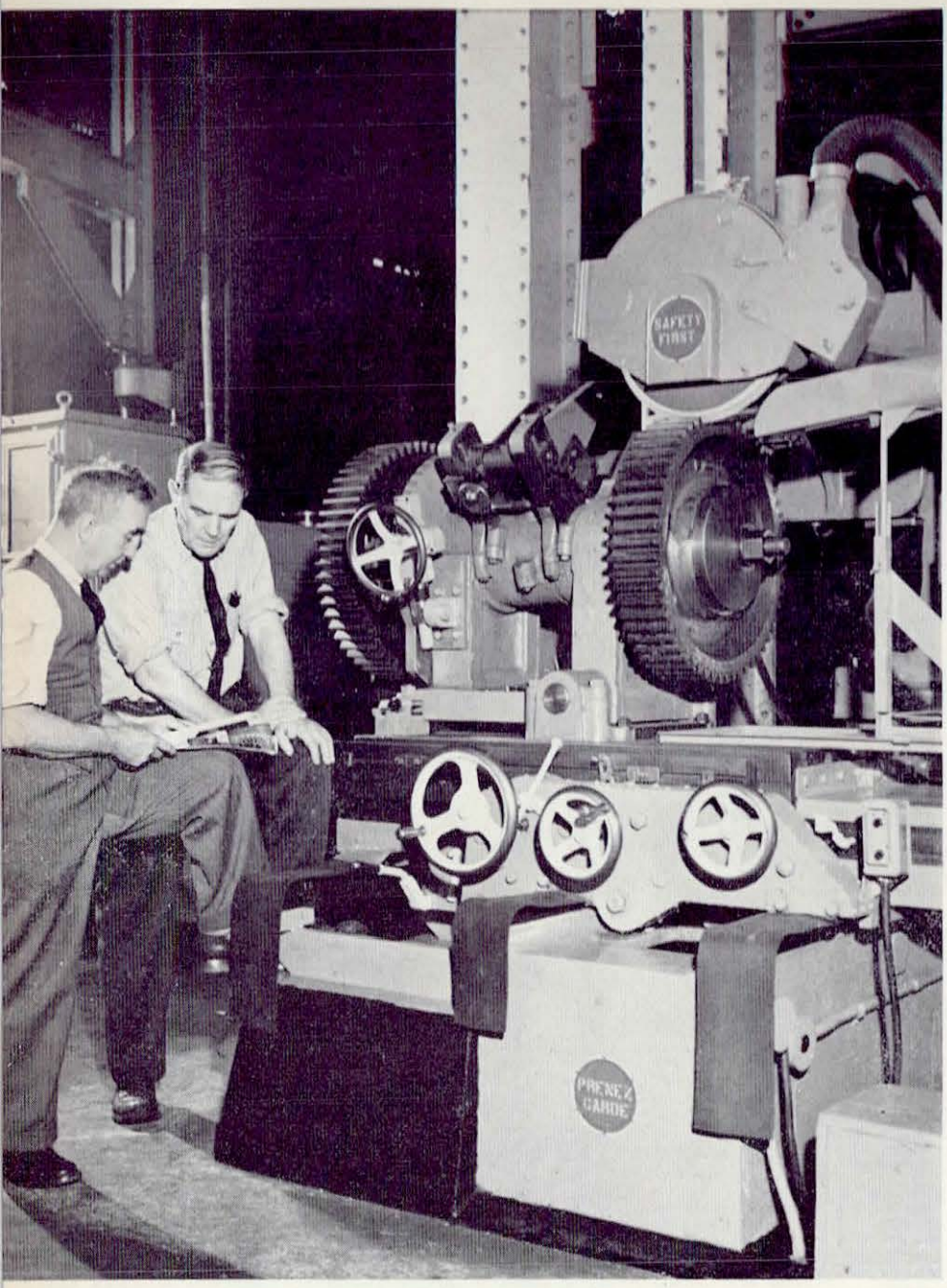
The machine, completely automatic, is equipped with five motors. It restores gear teeth profiles accurately by grinding, using a master gear with a profiling attachment. Because the worn gears are not built up prior to regrinding, the reclaimed gears have more backlash than new gears.

From March 1958, when the machine was first used, to December, 40 gears have been reclaimed. Now the men responsible for this machine tool will build a similar machine to reclaim the traction motor pinion gears.

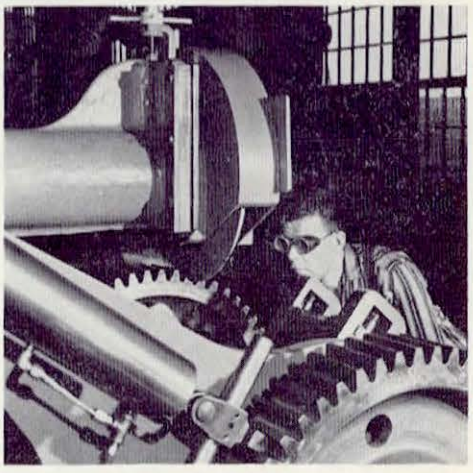
For the Month of September 1958 Compared with September 1958

	Region, Road and Year		Freight cars on line: Home	Foreign	Total	Per Cent B. O.	C.t.m.per train-hr. excl.locos. and tenders	G.t.m.per train-mi. excl.locos. and tenders	Net ton-mi. per train-mile	Net ton-mi. per l'd car-mile	Net ton-mi. per car-day	Car miles per car-day	Net daily ton-mi. per road-mi.	Train-miles per train-hour	Miles per loco. per day
New Eng. Region	Boston & Maine	1958	2,320	7,770	10,090	3 5	40,670	2,604	1,071	28.4	722	40.5	4,561	15.6	80.1
		1957	1,912	8,291	10,203	2.2	38,726	2,537	1,050	28.2	764	42.4	4,948	15.3	103.8
	N. Y., N. H. & Hfd	1958	2,802	12,610	15,412	5.2	41,096	2,686	1,127	27.5	594	33.1	5,126	15.3	113.5
		1957	2,691	14,328	17,019	2.9	42,826	2,683	1,143	27.9	596	32.3	5,601	16.0	114.0
Great Lakes Region	Delaware & Hudson	1958	4,947	4,966	9,913	9.6	63,644	3,586	1,811	36.5	852	36.6	11,815	17.9	136.3
		1957	2,363	6,001	8,364	4.7	66,679	3,930	2,082	38.0	1,366	53.2	14,624	17.0	156.4
	Del., Lack. & Western	1958	6,049	8,326	14 375	8.6	51,139	2,951	1,248	28.4	637	34.0	9,975	17.6	134.7
		1957	4,862	10,856	15,718	4.7	55,101	3,140	1,363	28.4	661	33.5	11,650	17.9	157.4
	Erie	1958	10,596	14,069	24,665	6.7	70,614	3,535	1,407	24.6	893	52.1	10,066	20.1	105.2
		1957	9,286	19,015	28,301	3.3	71,965	3,522	1,389	25.1	906	53.3	11 625	20 6	123.3
	Grand Trunk Western	1958	5,366	7,207	12,573	6.6	50,643	2,386	979	29.0	456	25.5	6 205	21 3	95.2
		1957	5,025	7,465	12,490	7.2	50,638	2,319	973	30.3	511	27.7	6,789	22.0	93.8
	Lehigh Valley	1958	7,469	8,276	15,745	11.0	62,163	3,210	1,457	31.4	569	28.0	7,974	19.6	211.4
		1957	4,048	9,767	13,815	5.1	68,418	3,143	1,461	32.1	743	35.0	9,076	22.0	235.6
	New York Central	1958	69,763	68,263	138,026	9.3	53,910	3,108	1,386	33.1	590	30.2	8,079	17.5	166.1
		1957	52,857	79,875	132,732	3.4	53,226	3,217	1,439	33.5	702	35.7	9,003	16.7	156.9
	New York, Chic. & St. L.	1958	11,101	11,141	22,242	14.2	59,179	3,354	1,494	31.5	1,153	56.0	12,008	17.9	146.6
		1957	8,913	16,624	25,537	8.6	54,976	3,162	1,426	32.1	1,175	56.7	14,128	17.6	129.4
	Pitts & Lake Erie	1958	7,796	4,655	12,451	8.6	60,962	3,512	2,138	57.9	290	8.5	17,119	17.4	111.3
		1957	4,563	8,223	12,786	6.9	60,016	3,831	2,382	54.4	362	10.0	21,737	15.7	138.4
	Wabash	1958	10,662	8,751	19,413	6.6	66,137	2,963	1,233	28.0	895	47.7	7 277	22.4	130.6
		1957	9,349	10,626	19,975	4.5	64,351	2,984	1,177	26.7	973	56.9	8,087	21.6	158.3
Central Eastern Region	Baltimore & Ohio	1958	61,964	40,902	102,866	19.0	55,514	3,598	1,743	36.7	674	29.4	11,969	15.7	91.7
		1957	49,661	42,249	91,910	8.5	52,713	3,505	1,726	40.5	884	35.9	13,999	15.3	111.1
	Bessemer & Lake Erie	1958	3,930	1,718	5 648	9.8	97,430	5,933	3,924	79.6	1,053	21.3	32 393	17.7	136.2
		1957	4,883	840	5.723	8.1	110,010	6,243	4,090	79.1	1,372	28.6	35,803	18.0	138.8
	Central RR Co. of New Jersey	1958	3,890	9,369	13 259	16.0	43 233	3 087	1,623	40.4	417	16.0	9 037	14.6	77.4
		1957	2.517	9,694	12 211	10.0	40,871	2,957	1,553	40.4	484	18.6	9,515	14.3	83.3
	Chicago & Eastern Ill.	1958	2,852	4,138	6.990	10.8	61,725	3,499	1,766	39.5	1,120	45.2	8,160	17.7	134.1
		1957	2,789	3,499	6,288	12.4	59,682	3,280	1,602	36.5	948	40.7	6,889	18.3	131.9
	Elgin, Joliet & Eastern	1958	7,378	6,225	13.603	5.9	23,889	3,057	1,668	44.6	224	8.0	12 622	8.2	59.6
		1957	7,280	8,727	16 007	6.1	21,360	2,669	1,447	45.0	225	8.1	15 678	8.5	86.8
	Pennsylvania System	1958	129,835	68 675	198.510	18.3	56,295	3,345	1,582	35.4	635	28.2	12 702	17.3	115.8
		1957	97,261	101,054	198,315	9.5	54,716	3,334	1,628	36.7	776	32.6	15 392	16.9	110 2
	Reading	1958	17,855	17,307	35,162	17.2	49,582	3,278	1,728	44.7	439	16.7	11,696	15.1	59.0
		1957	12,301	19,031	31,332	4.7	51,614	3,232	1,732	45.1	578	21.0	14 393	16.0	70 0
	Western Maryland	1958	7,258	2,340	9.598	4.5	52,782	3,621	2,069	51.1	926	29.7	11,095	14.8	121.5
		1957	4,868	4,350	9,218	2.5	53,509	3,746	2,167	50.9	1,344	42.0	13,476	14.7	122.0
Pocahontas Region	Chesapeake & Ohio	1958	61,835	29,056	90,891	4.3	80,417	4,395	2,458	50.4	1,061	37.9	19 268	18.1	72.3
		1957	57 148	32 584	89,732	0.7	82,859	4,306	2,414	51.9	1 309	46.3	23 950	19.4	79.7
	Norfolk & Western	1958	38,712	8,775	47,487	5.1	88,739	5,192	2,834	53.1	1,140	38.6	26 268	17.5	112.7
		1957	37,661	10,421	48,082	1.0	91,099	5,346	2,940	53.6	1,414	47.5	31 232	17.5	112.1
	Rich. Fred. & Potomac	1958	101	919	1.020	2.9	84,816	4,489	1,806	26.9	1,716	98.9	16,348	18 9	72.8
		1957	58	1,145	1,203	0.8	84,437	4,322	1 810	26.2	1,927	107.3	19,695	19.6	87.9
	Virginian	1958	13,300	1,033	14.333	3.3	71,767	4,994	2,810	54.3	807	27.4	19,641	14.6	64.4
		1957	11,192	1,924	13,116	2.2	74,012	5,283	3,011	56.5	1 298	43.0	26,854	14.3	85.8
Southern Region	Atlantic Coast Line	1958	20,590	13,087	33 677	3.5	49,842	2,920	1,336	35.5	742	35.8	4,806	17.1	176.4
		1957	21,178	17,666	38,844	2.8	48 286	2,683	1,217	35.0	666	32.8	4,827	18.0	172.8
	Central of Georgia	1958	3,769	5,345	9,114	4.3	53 202	3,028	1,448	36.8	1,016	42.7	5,154	17.6	196.9
		1957	2,694	6,367	9,061	3.4	53 371	3,081	1,508	35.5	1,006	42.9	5,211	17.3	191.4
	Florida East Coast	1958	852	2,954	3.806	0.6	46 662	2,695	1,045	30.7	846	51.3	5,387	17.4	61.2
		1957	493	3.542	4,035	1.0	42.120	2,451	925	29.5	801	50.7	5,298	17.3	62.3
	Gulf, Mobile & Ohio	1958	6.432	9,078	15,510	5.9	72,429	3,846	1,845	33.5	961	42.6	5,753	18.8	101.5
		1957	5,750	11,915	17,665	6.3	75,511	4,052	1,950	34.0	1,021	44.8	6,181	18.6	103.3
	Illinois Central	1958	26,068	24,718	50,786	4.0	56 752	3.348	1,570	34.7	1,027	47.7	7,842	17.1	97 8
		1957	25,090	27,912	53,002	2.0	55,509	3 293	1,538	35.0	1,063	49.7	8,460	17.0	110.3
	Louisville & Nashville(*)	1958	33,344	16,665	50,009	8.2	52,662	3 219	1,612	39.3	891	37.4	8,100	16.1	204.5
		1957	30,355	19,136	49,491	5.8	50,714	2,778	1,399	38.8	974	41.5	8 318	18.3	219.7
	Seaboard Air Line	1958	17,293	12,921	30,214	2.7	55,185	2,909	1,326	35.6	841	40.1	6,066	19.3	149.9
		1957	13,494	13.200	26,694	2.8	54,346	2,973	1,332	34.1	908	45.0	6 095	18.6	149.5
	Southern	1958	18,388	28,606	46,994	5.1	52,351	3,157	1,489	32.5	879	41.3	6,538	16.6	151.5
		1957	16.620	25,163	41,783	4.9	52,909	3,157	1,479	31.4	976	46.5	6,491	16.8	155.8
Northwestern Region	Chicago & North Western	1958	21,255	32,132	53,387	4.6	51,985	2,883	1,185	30.0	647	34.5	3,636	18.1	176.5
		1957	21,310	30,665	51,975	5.2	49,098	2,822	1,198	31.5	630	33.0	3,693	17.5	170.2
	Chicago Great Western	1958	1,872	3,871	5.743	3.8	71,238	3,923	1,817	32.3	1,334	62.0	5,425	18.2	179.5
		1957	2,198	4,621	6,819	3.2	75,086	4,109	1,916	33.1	1,211	55.5	5,684	18.3	144.1
	Chic., Milw., St. P. & Pac.	1958	32,040	27,166	59,206	4.9	64,172	3,364	1,523	31.1	762	37.8	4,305	19.1	112.0
		1957	32,020	29,833	61,853	5.5	62,234	3,260	1,391	29.8	686	37.4	4,120	19.2	117.1
	Duluth, Missabe & Iron Range	1958	13,283	933	14,216	4.9	112,145	6,453	4,100	70.3	857	23.7	22 515	18.7	39.9
		1957	14,138	850	14,988	5.0	94,406	5,629	3,426	65.4	1,106	33.2	28,816	17.7	76.0
	Great Northern	1958	21,602	26,932	48,534	2.6	64,177	3,505	1,666	35.8	1,158	51.5	6,748	18.6	140.5
		1957	24,438	20,510	44,948	2.4	59,656	3,211	1,552	36.5	1,159	59.0	6,699	18.9	128.2
	Minneap., St. P & S. St. Marie	1958	6,932	7,474	14,406	5.3	53,507	2,610	1,230	32.6	1,030	47.8	3,699	20.6	117.7
		1957	6,737	8.735	15,472	2.5	48,900	2,359	1,074	32.3	892	43.8	3,555	20.8	160.2
	Northern Pacific	1958	17,178	20,024	37,202	3.2	63,720	3,175	1,376	30.8	1,017	53.3	5,794	20.1	123.2
		1957	18,586	17,575	36,161	3.6	60,431	2,996	1,308	30.7	926	47.8	5,381	20.2	97.3
	Spokane, Portland & Seattle	1958	1,606	4,654	6,260	1.9	45,870	3,158	1,548	32.6	1,207	49.3	8 015	14.6	98.9
		1957	1,439	4,218	5,657	2.8	44,059	2,922	1,448	32.0	1,083	45.4	6,996	14.8	94.0
Central Western Region	Atch., Top. & S. Fe (incl. G. C. & S. F. and P. & S. F.)	1958	55,603	35,676	91,279	7.1	74,505	3,341	1,318	27.1	1,080	60.8	7,341	22.4	129.4
		1957	53,654	33,467	87,121	6.7	71,885	3,123	1,202	26.1	989	58.5	6,580	23.1	123.0
	Chic., Burl. & Quincy	1958	22,356	24,206	46,562	3.8	63,958	3,088	1,324	28.2	1,064	56.9	5,452	20.8	173.3
		1957	19,456	26,525	45,981	3 6	62,793	2,948	1,212	27 6	997	57.2	5,128	21.4	178.3
	Chic., Rock I. & Pac.	1958	15,085	24,745	39,830	4.3	57,570	2,889	1,270	31.5	899	44.4	4,768	20.0	167.1
		1957	13,145	25,788	38,933	4.8	58,107	2,815	1,180	30.7	931	49.3	4 620	20.7	172.0
	Denver & R. G. Wn.	1958	7,047	8,290	15,337	4.7	64,120	3,314	1,589	31.3	1,118	48.0	8,193	19.4	148.8
		1957	6,729	8,714	15,443	2.4	61,456	3,363	1,541	31.7	1,110	51.6	8,195	18.3	156.0
	Southern Pacific	1958	32,312	47,795	80,107	2.0	66,084	3,296	1,333	27.9	1,188	66.2	11,462	20.3	117 5
		1957	31,736	42,672	74,408	1.7	66,041	3,313	1,321	27.8	1,204	68.4	11,076	20 2	100.5
	Union Pacific	1958	29,171	38,079	67,250	2.0	84,821	3,272	1,328	26.9	1,496	85.5	10,542	26.1	170.5
		1957	30,944	35,746	66,690	1.8	85,117	3,283	1,321	27.1	1,503	87.2	10,433	26.1	159.0
	Western Pacific	1958	2,326	3,891	6,217	2.3	79,468	3,062	1,358	28.0	1,763	87.3	9,551	26.1	204.1
		1957	2,412	4,012	6,424	2.8	75,865	3,126	1,295	28.0	1,689	94.4	9,352	24.4	217.4
Southwestern Region	Kansas City Southern	1958	2,527	4,778	7,305	5.9	94,492	4,683	2,165	33.0	1,107	49.0	9,053	20.2	197.7
		1957	2,105	5,545	7,650	3.7	84,557	4,304	1,952	33.0	1,093	50.0	9,306	19.7	183.0
	Louisiana & Arkansas	1958	2,060	2,919	4,979	8.2	80,164	4,199	1,971	36.6	895	38.3	6,021	19.1	155.7
		1957	1,947	3,599	5,546	4.7	73,294	3,773	1,737	36.0	818	36.3	6,068	19.5	159.3
	Mo.-Kans.-Texas Lines	1958	5,091	7,814	12,905	9.9	53,503	3,242	1,428	29.2	818	42.8	3,569	16.5	104.2
		1957	4,279	6,981	11,260	8.6	58,794	3,273	1,382	28.8	986	54.2	3,472	18.1	111.6
	Missouri Pacific	1958	22,085	25,974	48,058	8.4	67,824	3,432	1,607	33.1	1,181	54.1	5,766	19.9	159.9
		1957	20,045	27,524	47,569	6.0	68,702	3,295	1,499	32.7	1,154	55.2	5,619	20.9	103.5
	St. Louis-San Francisco	1958	11,240	11,297	22,537	1.9	56,813	2,914	1,355	31.3	1,077	50.6	5,354	19.6	191.2
		1957	10,541	12,640	23,181	1.5	56,494	2,717	1,229	30.9	1,053	52.1	5 282	20.9	202.0
	St. Louis Southw. Lines	1958	2,402	4,738	7,140	2.0	63,905	2,874	1,285	27.1	1,843	89.3	7,961	22.3	195.0
		1957	2,302	4,481	6,783	1.5	62,626	2,893	1,293	27.7	1,994	99.5	8,071	21.7	190.0
	Texas & New Orleans	1958	6,242	15,167	21,409	1.5	67,784	3,116	1,422	31.8	1,221	58.6	6,538	21.9	148.2
		1957	6,262	15,129	21,391	1.9	61,556	2,895	1,333	31.3	1,203	56.8	6,132	21.4	149.8
	Texas & Pacific	1958	3,385	5,858	9,243	4.3	67,741	3,229	1,307	29.2	1,115	59.6	5,626	21.1	216.5
		1957	3,076	5,573	8,649	2.5	76,980	3,606	1,425	28.5	1,375	76.5	6,490	21.5	215.5

Compiled by the Bureau of Transport Economics and Statistics, Interstate Commerce Commission, Subject to revision.



WORN GEAR WHEEL goes on the machine for regrinding. Master gear is at the left.



GRINDING WHEEL automatically reshapes the profile on a worn gear tooth. Procedure is being observed by machinist operator Dave Helferty.

MAINLY RESPONSIBLE for the new gear-grinding machine at the CPR's Angus shops are R. G. Thomas (left), assistant general foreman, and C. McEachern, machine shop foreman.

CPR Employees Help Cut Costs

The reclamation of worn diesel gears is an outstanding example of employee initiative in the Canadian Pacific's drive to reduce maintenance costs.

About two years ago employees at the Angus locomotive shops in Montreal got together to figure out how to eliminate or reduce waste and unnecessary expense. The result—a machine developed and built to reclaim worn bull gears from diesel wheel assemblies.

The machine, built of parts from obsolete machine tools, paid for itself in six months. Before the advent of the machine, worn diesel gears were merely scrapped. According to the CP's motive power department, a gear is good for roughly ten years, perhaps much less. Angus officials and employees had reason to be alarmed, since every time a gear was replaced it cost the company between $450 and $550. Estimated cost for new gears in 1957 was $13,776. Average yearly cost over the past four years has been $26,447.

The machine, completely automatic, is equipped with five motors. It restores gear teeth profiles accurately by grinding, using a master gear with a profiling attachment. Because the worn gears are not built up prior to regrinding, the reclaimed gears have more backlash than new gears.

From March 1958, when the machine was first used, to December, 40 gears have been reclaimed. Now the men responsible for this machine tool will build a similar machine to reclaim the traction motor pinion gears.

MARKET OUTLOOK *at a glance*

Carloadings Slip 3% Below Previous Week's

Loadings of revenue freight in the week ended Dec. 20 totaled 570,927 cars, the Association of American Railroads announced on Dec. 29. This was a decrease of 17,920 cars, or 3%, compared with the previous week; a decrease of 19,387 cars, or 3.3%, compared with the corresponding week of 1957; and a decrease of 127,497 cars, or 18.3%, compared with the equivalent 1956 week.

Loadings of revenue freight for the week ended December 13 totaled 588,847 cars; the summary, compiled by the Car Service Division, AAR, follows:

REVENUE FREIGHT CAR LOADINGS
For the week ended Saturday, December 13

District	1958	1957	1956
Eastern	87,406	90,603	118,869
Allegheny	98,652	109,790	139,332
Pocahontas ...	54,070	50,749	64,576
Southern	115,998	112,264	131,330
Northwestern .	63,283	66,799	82,778
Central Western	120,429	122,975	123,871
Southwestern ..	49,009	49,960	55,896
Total Western Districts	232,721	239,734	262,545
Total All Roads	588,847	603,140	716,652
Commodities:			
Grain and grain products	51,700	57,851	50,109
Livestock	4,823	5,980	6,613
Coal	127,101	125,361	150,900
Coke	8,995	8,899	12,997
Forest Products	37,069	35,518	41,069
Ore	15,423	16,651	32,789
Merchandise l.c.l.	40,813	45,513	54,970
Miscellaneous .	302,923	307,367	367,205
December 13 ..	588,847	603,140	716,652
December 6 ..	594,476	617,836	738,251
November 29 .	539,191	553,722	752,146
November 22 .	619,350	632,763	650,620
November 15 .	643,795	647,297	763,898
Cumulative total, 50 weeks ..	29,203,629	34,500,236	36,658,858

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended Dec. 20, 1958, totaled 5,917 cars, compared with 4,214 for the corresponding 1957 week. Loadings for 1958 up to Dec. 20 totaled 272,536 cars, compared with 246,051 for the corresponding period of 1957.

IN CANADA.—Carloadings for the seven-day period ended December 14 totaled 65,614 cars, compared with 66,460 cars for the previous seven-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
December 14, 1958	65,614	26,741
December 14, 1957	70,194	27,821
Cumulative Totals:		
December 14, 1958	3,623,188	1,346,994
December 14, 1957	3,906,198	1,559,397

New Equipment

FREIGHT-TRAIN CARS

► *Fruit Growers Express.*—Ordered 300 new refrigerator cars from company shops at Alexandria, Va. Order includes 200 50-ft 70-ton RBNX-type insulated bunkerless reefers equipped with Evans Damage-Free Loading Devices and 100 40-ft 50-ton RBNX-type insulated bunkerless reefers equipped with Evans Quick-Loading Devices. Production will begin in March.

► *New Orleans Public Belt.*—Has ordered 10 70-ton all-steel covered hopper cars from Thrall Car Manufacturing Co.

► *Car Ownership Down.*—Class I roads on Nov. 1 owned 1,732,920 freight cars, 9,298 less than a year ago, according to AAR report summarized below. Repair ratio was 3.3% higher than on Nov. 1, 1957.

	Nov. 1, 1958	Nov. 1, 1957	Change
Car ownership	1,732,920	1,742,218	—9,298
Waiting repairs	142,722	85,979	+56,743
Repair ratio	8.2%	4.9%	+3.3%

PASSENGER-TRAIN CARS

► *Spokane, Portland & Seattle.*—Ordered one RPO-baggage car from St. Louis Car Company for delivery in November 1959. Cost of the car: $135,000.

Purchases & Inventories

► *Nine Months' Purchases Down 40.7%.*—Purchases by domestic railroads of all types of materials in last year's first nine months were $734,945,000, or 40.7%, lower than in the comparable 1957 period. Purchase and inventory estimates in following tables were prepared by Railway Age.

PURCHASES *	September 1958	Nine Months 1958	Nine Months 1957
	(000)	(000)	(000)
Equipment **	$ 30,942	$ 137,383	$ 396,971
Rail	2,669	36,048	81,912
Crossties	4,448	33,173	57,554
Other Material	61,771	608,501	918,437
Total from Manufacturers	$ 99,830	$ 815,105	$1,454,874
Fuel	28,644	256,163	351,339
Grand Total	$128,474	$1,071,268	$1,806,213

* Subject to revision.
** Estimated value of orders.

INVENTORIES * †	September 1, 1958 (000)	September 1, 1957 (000)
Rail	$ 58,757	$ 56,664
Crossties	86,315	97,180
Other Material	438,277	534,507
Scrap	25,636	22,644
Fuel	21,076	29,818
Total	$630,061	$740,813

* Subject to revision.
† All total inventory figures taken from ICC statement M-125 for month indicated.

Three Western Roads Cut Fares

Round-trip first class passenger fares will be reduced by 22 per cent by Rock Island. Following along: Burlington, Katy.

► **The Story at a Glance: Rock Island has touched off a new wave of first class passenger fare cuts in the West. Two other roads—Burlington and Katy—have followed suit, on competitive routes. The attitude of the others: watch and wait.**

Rock Island has rounded out a year of vigorous passenger fare and service experimentation in the West with first class fare reductions averaging 22 per cent.

The cuts, applying to round-trip fares, will be in force for a nine-month trial period, beginning Jan. 25. Tickets will carry a 30-day limit.

R. E. King, RI general passenger traffic manager, said the road's action, in effect, "reduces the basic round-trip rate per mile from the present 3.473 cents to 2.701 cents." The effect is to reduce round-trip fares from 180 per cent to 140 per cent of one-way fares.

First class business on the Rock Island, he said, accounted for approximately 28 per cent of passenger revenues in 1957. First class passengers, however, amounted to only seven per cent of total passengers carried—hence the new move to boost sleeping car and parlor car patronage.

Other western road passenger men weren't overly enthusiastic about Rock Island's action. They hit two main points:

- Fear that wholesale fare cuts would dissipate revenues, that added volume wouldn't make up for the per-ticket reductions.
- Doubt that RI's action will seriously affect competitive conditions, except on prestige runs such as Chicago-Denver.

Both Burlington and Katy, however, have acted to counter Rock Island's thrust. Both will cut fares on routes directly competitive with RI—Chicago-Denver, for the Burlington; Kansas City-Dallas for the Katy. In Burlington's case at least, the move was made reluctantly.

J. J. Alms, CB&Q general passenger traffic manager, isn't looking for any deluge of passengers. He's not convinced "whether we'll even be able to make up for revenues lost from the fare reduction."

Other PTO's, farther from the arena of competition with RI, echoed Burlington's feelings.

There remained, however, some evidence that fare cuts aren't necessarily bad for revenues. Kansas City Southern is still pointing proudly to the results of its elimination of the entire first class fare structure. MoPac, with selective first class reduction and the novel Thrift-T-Sleeper promotion, remains happy (and runs up to three Thrift-T-Sleepers per day on the "Colorado Eagle," depending on demand). Northern Pacific, which dropped first class fares on the "Mainstreeter," reported added patronage which more than made up for the per-unit revenue losses.

Some of these comparatively recent innovations were cited as reasons for holding off any sweeping fare adjustments. Rock Island's Mr. King set nine months as a minimum trial period for the 22 per cent reduction. Other PTO's, who have also started experiments in the past several months, want to see the results of these tests before making more drastic revisions in the fare structure. One northern transcontinental, which recently went to a one-fare system on one major train, doesn't plan any system-wide rate cuts. Even Missouri Pacific, probably the greatest experimenter in terms of fare-service variations, has made no move toward a general one-fare or low-first class fare setup.

For the moment at least, few roads really need the novel approach. With the usual holiday travel rush at its peak and two of the big-four airlines strikebound, most roads had every serviceable passenger car in service.

Union Pacific (reported studying fare reductions) split the "Challenger" and the "City of Los Angeles" for the Christmas season. MoPac's "Eagle" fleet was taxed to capacity (four sec-

Illinois Central 'Talking Books' Available

Two histories of the Illinois Central —"Main Line of Mid-America" and "Trails to Rails"—are now available on slow-speed records to provide educational relaxation for blind persons. Recordings were prepared by the Recording for the Blind organization for release through the Library of Congress as part of its free "talking books" service. L. A. Robertson, IC accounting department employee until he lost his sight in 1955, is pictured listening to one of the books-on-records.

tions several days on the "Texas Eagle"). Railway terminals had their usual holiday mob scenes. The findings of the Hosmer report seemed somehow faraway.

But by Jan. 25 (effective date of the RI-provoked fare cuts) trains will again be running half-empty and the question won't be "how do we handle the business?" but rather "where can we get some business?" Last year saw more passenger service gimmicks than any year since the depression. The trend is continuing.

In the West alone last year, new twists came from (among others) Mo-Pac, NP, Great Northern, Milwaukee, Texas & Pacific, Rock Island, Katy, Burlington, Rio Grande, Wabash, KCS; Gulf, Mobile & Ohio; Spokane, Portland & Seattle. Add the roads which splurged for additional passenger equipment—Union Pacific, Illinois Central, Chicago & North Western (plus NP and Wabash)—and the list of stand-pat roads becomes smaller yet. And it still may dwindle.

New Tank Car: One of the Biggest

One of the largest railway tank cars has gone into service for Sun Oil Company. It has a capacity of 20,000 gal, twice that of standard tank cars. Equipped with heater coils to keep heavy products fluid, the car is 58 ft long, 8 ft wide and 14½ ft high. Although only slightly larger in width and height, it is 20 ft longer than standard models. Total weight, fully loaded: 115 tons. It was built by Union Tank Car Company at Whiting, Ind., and designated UTLX 50000.

CNR Planning Passenger Experiments

► **The Story at a Glance: The Canadian National has embarked on an accelerated program to fill its passenger trains, and reduce an $18,000,000-a-year out-of-pocket passenger service deficit.**

A five-man committee hand-picked by CNR President Donald Gordon is already hard at work looking for the answers. No mere fact-finding group, the committee will recommend experimental passenger reforms on a here-and-now basis as its study progresses.

Some likely changes: lower fares, faster schedules, new emphasis on low-priced diner meals, some weeding out of unprofitable branch lines.

Late last summer, the Canadian National announced that it would discontinue one of its two daily transcontinental trains during the winter off-season. The public outcry that followed this news was sufficiently loud and prolonged to cause CNR management to reverse its decision (RA, Sept. 15, p. 52; Nov. 1, p. 44).

It was this that led CNR President Gordon, a few weeks later, to call in his young, aggressive director of public relations—W. R. Wright—and hand him the tough job of looking for answers that would be palatable both to the railroad, and the public it serves.

Mr. Wright and his committee are now engaged in that job. The committee includes representatives from the passenger traffic department, operating, research and development, accounting and finance, and personnel.

"Our passenger department has already done a wealth of work," says Mr. Wright. "In large part we're to assist them to implement plans they have developed."

It's been made clear all down the line, that the committee is operating under a direct mandate from the president's office, and is to get complete cooperation in carrying out its mission. That mission is to take a long, hard look at "such matters as publicity, advertising and promotional methods, sales procedures, pricing policy, equipment, schedules, customer relations, personnel training, and meal and beverage service."

As Mr. Wright puts it: "We're starting on the basic assumption that we're in the passenger business for some time to come; we'll be operating both long-distance and medium-haul trains for as long as we can now foresee. The problem is to fill these trains again."

He concedes that the CNR's problem is somewhat different from the passenger problem faced by U. S. railroads. "The passenger business has a better future in Canada than in the United States because of our climate, the distances involved, and the fact that we haven't got a vast system of superhighways."

What the CNR does have in common with roads south of the border is a substantial passenger service deficit. Computed under the ICC formula, it would run close to $70,000,000 a year. On an out-of-pocket basis, it would be closer to $18,000,000 a year.

The CNR has another reason for wanting to preserve—and upgrade—its passenger business. This reason involves both public and employee relations.

"While it represents only about seven per cent of our gross revenues," points out Mr. Wright, "the passenger business largely makes the public image of the railroad. And many employees largely take their own cue from this public image. The effect on our employees' morale was marked when we announced that we would take off the 'Continental' during the winter months."

The first chore of Mr. Wright's committee is developing statistics that will pinpoint weak and strong areas in the current passenger picture. Then, it's likely that test areas will be selected for pricing and service experiments.

Mr. Gordon gave his own views on the passenger problem during a recent television interview in Canada.

"It will be a long time indeed," he asserted, "before you can even think about complete discontinuance of the passenger service in Canada, if ever. As far as CNR is concerned, we've put upwards of $70,000,000 into passenger equipment over the past ten years, and that certainly doesn't indicate that we have in mind abandoning passenger service completely."

For the future, he gave high priority to studying "the requirements and demands of the travelling public."

Shippers Back New Paint Rate

Traffic department witnesses testify at ICC hearing that suspended tariff, if authorized, would greatly increase their rail shipments.

► **The Story at a Glance: Proposed Eastern rate reductions on paint received strong shipper support at an ICC hearing.**

Traffic department witnesses from Sherwin-Williams and Pittsburgh Plate Glass testified that, if rates in the suspended tariff were authorized, these companies would greatly increase their shipments by rail. Moreover, they would make shipments not only on the regular tariff; they would also load cars more heavily, because of the "incentive" discount the tariff offers.

With its customary deliberation, the ICC machinery for reviewing railroad rate innovations has finally got around to examining proposed Eastern rate reductions on paints. These rates were agreed upon by the Eastern roads last summer—and were scheduled to become effective last Oct. 1.

But ICC Division 2 exercised its prerogative to delay innovation. It suspended the proposed tariff. Only on Dec. 18 did the Commission get around to taking a good first look at the proposed rates.

H. B. Reaves, assistant traffic manager of Pittsburgh Plate Glass, and Kenneth J. Sutherell, general traffic manager of Sherwin-Williams, were the shipper witnesses. Examiner Lawrence B. Dunn presided over the hearing.

Mr. Reaves said 5 per cent of his company's shipments were now moving by rail—the balance by truck. If the proposed rail tariff becomes effective, the rail percentage of his company's traffic may well rise to 45-55 per cent of total tonnage, assuming that standards of rail service are "reasonable." As for the incentive loading feature of the new rates, he predicted that this incentive would cause the loading of rail carload shipments to rise from 40,000 lb per car to 60,000 lb—or 50 per cent. He said his company has had actual experience with such rates (interterritorially to Dallas, Tex.) which have resulted in the average loading rising from about 40,000 lb to 65-70,000.

Mr. Sutherell said his company's shipments now move "more than 90 per cent by truck" and about 5 per cent by rail carload (the balance being by various other kinds of transportation, including piggyback). The new tariff would probably increase S-W patronage of rail carload service to over 20 per cent of its total shipments. He also foresaw substantial use of the "incentive loading" provision in the new rates. He said his company is now loading cars at approximately 40,000 lb and "incentives" should result in increasing the average load to between 60,000 lb and 90,000 lb.

Charles C. Kelsey, manager freight sales and service, PRR, at Indianapolis —who took time away from his regular duties last summer to interview shippers regarding the proposed paint rates—testified that, from what shippers told him, he believes the paint industry will raise its patronage of rail carload service from a present approximate 5 per cent of their total tonnage to upwards of 30 per cent—or some 5 or 6 times their current patronage of railroad service.

The law committee for the Eastern railroads in charge of the case is headed by Vice President Jervis Langdon, Jr., of the B&O, and E. A. Kaier, general solicitor, PRR. Affirmative testimony in defense of the proposed rates was presented by three witnesses representing the Commercial Research department of the Traffic Executive Association—Eastern Railroads. This is the group which made the economic studies on which the proposed rates are based. These witnesses were:

Herbert O. Whitten (senior consultant cost research, C&O); John W. Ingram (transportation analyst, NYC); and Dr. Robert T. Smith, who heads the staff of economic analysts of the Traffic Executive Association.

Mr. Whitten presented statistics, derived from Census reports, indicating that total paint shipments rose 15 per cent from 1947 to 1956, while rail origins (alike for the railroads as a whole, and for the Eastern railroads) declined 33 per cent in the same period. The witness told of a survey that the Commercial Research staff had made among paint shippers in Eastern territory, indicating that only 7 per cent of this traffic is now moving by rail (including LCL and tank cars)—83 per cent going by for-hire trucks and almost 10 per cent by private trucks. (The suspended rates apply only to carload shipments in box cars—not to LCL or tank cars.)

He presented calculations, indicating that doubling present rail carload paint movement would recoup all the net revenue loss the railroads would sustain from reduced rates on present traffic. Meantime, information received from shippers indicates that the proposed rates should produce traffic volume at upwards of 6 times present volume—a traffic level which should produce increased net earnings (i.e., above out-of-pocket cost) of from $650,000 to $1,000,000.

Mr. Ingram presented cost data, indicating that the proposed rates are well above out-of-pocket costs for all distances. As for the earnings of the proposed rates over and above out-of-pocket costs (i.e., contributing to overhead expense and profit), the witness's testimony agreed with that of Mr. Whitten. That is, the proposed rates would earn far more "contribution" to profit than existing rates do.

Dr. Smith's testimony was concerned with commodity statistics, and the ICC 1 per cent waybill sample of rail movements—which waybills have been analyzed in detail by the Eastern railroads' researchers in their inventory of these roads' freight traffic position. Dr. Smith showed that paint which was actually moved in 1956 by Eastern railroads would earn, at the new rates being proposed, $118 net "contribution" per car (i.e., earnings in excess of direct costs). Cars actually handled in 1957, at the proposed rates, would earn $112 "contribution" per car.

With greatly increased traffic and heavier loads per car, there was no question—in the opinion of these three witnesses—that the proposed rates would greatly increase total railroad net earnings from paint traffic.

The hearing was adjourned until January 6—at which time trucker opponents of the reduced rail rates will present their testimony in rebuttal.

Financial

ATLANTA & CHARLOTTE AIR LINE.—$4.50, semiannual, payable Mar. 2 to holders of record Feb. 20.

CANADIAN PACIFIC.—75¢, semiannual, payable Feb. 27 to holders of record Jan. 5.

CAROLINA, CLINCHFIELD & OHIO.—$1.25, quarterly, payable Jan. 20 to holders of record Jan. 9.

CLEVELAND & PITTSBURGH.—4% special guaranteed, 50¢, quarterly; 7% regular guaranteed, 87½¢, quarterly, both payable Mar. 2 to holders of record Feb. 10.

ERIE & PITTSBURGH.—Guaranteed, 87½¢, quarterly, payable Mar. 10 to holders of record Feb. 27.

MAHONING COAL.—common, $7.50, increased, paid Dec. 31 to holders of record Dec. 26; 5% preferred, $1.25, semiannual, paid Jan. 1 to holders of record Dec. 26.

S. R. Secor
C&O

Glenn C. Lace
REA

M. Stanley Cogan
REA

Amis D. Satterwhite
REA

People in the News

ATLANTIC COAST LINE.—The Purchasing & Stores department has been reorganized. **L. C. Walsh,** purchasing agent, will have supervision of purchasing department, reporting to general manager. **C. I. Cavenaugh,** general storekeeper, will have supervision of stores department, reporting jointly to general manager and comptroller. The reclamation plant and scrap docks will be under supervision and jurisdiction of **J. W. Hawthorne,** chief mechanical officer.

Jack Cherry appointed acting trainmaster, Charleston district, Florence, S. C.

BALTIMORE & OHIO.—Elmer E. Phipps, general real estate agent, named manager of the consolidated real estate and tax departments. **J. Harry Garmer** remains tax agent.

CENTRAL OF GEORGIA.—Frank M. Tuttle, traffic consultant, Atlanta, Ga., retired Dec. 31, 1958.

CHESAPEAKE & OHIO—A. Witt Hix, vice president—purchases and stores, retired Dec. 31, 1958. Mr. Hix's responsibilities will be assumed by **Owen Clarke,** vice president. **S. R. Secor,** general purchasing agent, promoted to chief purchasing and stores officer.

COTTON BELT.—W. G. Hazlewood, division superintendent, Tyler, Tex., retired Jan. 1 after 46 years' service.

J. R. Leguenec, division engineer, Tyler, Tex., retired Jan. 1.

ELGIN, JOLIET & EASTERN.—S. H. Shepley, chief engineer, Joliet, Ill., promoted to general superintendent there, to succeed **Robert S. Hobson,** retired. **A. C. Johnson,** assistant chief engineer, named to replace Mr. Shepley, and in turn is succeeded by **R. F. Beck,** system engineer of planning and development.

ERIE.—George D. Poole, superintendent of communications, Cleveland, retired.

FRISCO.—W. H. Cramer, Jr., assistant director of traffic research, appointed director of traffic research, St. Louis, succeeding **Edward G. Kreyling, Jr.,** named to the newly created position of assistant general freight traffic manager.

JERSEY CENTRAL.—John H. Moore, supervisor of communications, appointed engineer of communications, Jersey City. **Anthony J. Samalonis,** assistant supervisor of communications, succeeds Mr. Moore and his former position abolished.

LOUISVILLE & NASHVILLE.—Joseph W. Moore, assistant general passenger agent, promoted to general passenger agent, Louisville, Ky., succeeding **Guy U. Yager,** retired. **Robert P. Ethridge,** assistant general passenger agent, named senior assistant general passenger agent.

MONON.—Carl A. Bick appointed chief executive officer in addition to his duties as vice president—operations. **Carl L. Froelich,** eastern traffic manager, New York, named freight traffic manager of sales, Chicago. **Harry L. Hoffman,** general eastern agent, New York, assumes the duties of eastern sales manager.

NORTHERN PACIFIC.—Hugh McLeod, assistant secretary, St. Paul, elected executive assistant and assistant secretary, New York, to succeed **F. G. Hollender,** who retired Jan. 1.

RAILWAY EXPRESS AGENCY.—Glenn C. Lace, general manager, New York City divisions, appointed vice president, Western region, Chicago, succeeding **Herman P. Dunlap,** retired. **Frank J. Fagan,** general manager, Eastern Lakes division, Detroit, transferred to New York to replace Mr. Lace. **M. Stanley Cogan,** assistant vice president, Eastern region, Chicago, named director—purchasing, New York. **John G. Deery,** superintendent, Philadelphia division, appointed assistant director—labor relations, New York. **Amis D. Satterwhite,** general manager, North Central division, Chicago, appointed assistant to vice president—operations, New York, succeeding **Truman T. Moore,** named general manager, Eastern Lakes division, Detroit. **Grover C. Schmidt,** assistant manager, Claim division, New York, appointed manager.

SEABOARD.—D. M. Wood, master mechanic, Raleigh, N. C., appointed general master mechanic, Hamlet, N. C., with jurisdiction over the Virginia, Georgia and Carolina divisions. Offices of master mechanic at Raleigh, Howells (Ga.) and Savannah abolished.

Bruce J. Towner, division passenger agent, Savannah, named assistant to general passenger agent, Richmond, Va. **J. H. Moon,** traveling passenger agent, Atlanta, succeeds Mr. Towner.

OBITUARY

Albert Cotsworth, Jr., 76, retired passenger traffic manager, **Burlington,** died Dec. 22 in Presbyterian Hospital, Chicago.

Milton G. Manasse, 52, vice president, general counsel and director, **General American Transportation Corporation,** died Dec. 20 in Michael Reese Hospital, Chicago.

This Month

Highlights from other railway publications of Simmons-Boardman for January

ECONOMY FUEL experiments on the Great Northern have led to installation of a Vapor Phase cooling system on one diesel unit. The arrangement removes heat from the cooling surfaces by boiling water, instead of merely warming it.
—Railway Locomotives & Cars

•

RETARDER CONTROL operation at Robert R. Young yard on the New York Central at Elkhart, Ind. is described in detail with charts, diagrams and mathematical equations. Accurate measurements of rolling freight cars are essential for correct control of the retarders to assure "soft-touch" coupling. A mobile laboratory can measure rolling cars under service conditions, without interruption to classification work.
—Railway Signaling & Communications

•

LIGHT REPAIRS for freight cars at Pittsburgh & Lake Erie Gateway Yard are being made in a modern "spot" facility. The facility has permitted consolidation of several old-style "rip" tracks.
—Railway Locomotives & Cars

•

WHO TALKS TO WHOM? What communications facilities must be provided in a modern retarder classification yard? These questions are answered in an article dealing with the new Gateway yard at Youngstown, Ohio on the Pittsburgh & Lake Erie. An analysis and description of the communications systems installed at Gateway is presented. Communications are everywhere in the yard—with radio, loudspeakers, television, intercoms, printing telegraph and pneumatic tubes.
—Railway Signaling & Communications

Supply Trade

The Youngstown Sheet & Tube Company has elected four new vice presidents. They are: **Robert P. Bremner,** raw materials; **Donald S. Day,** traffic; **Dr. Karl L. Fetters,** research and development and **James D. Sloan,** purchasing. Mr. Bremner and Dr. Fetters were formerly assistant vice presidents. Mr. Day was general traffic manager and Mr. Sloan was supervisor of all activities of the purchasing department.

William A. Brooks, executive vice president and chairman of the executive committee, **North American Car Corporation,** has been named chairman of the board, to succeed **William M. Spencer,** who resigned Dec. 31, 1958. Mr. Spencer will continue as a director until his retirement in May.

Robert K. McKenzie, sales engineer, **Morton Manufacturing Company,** has been appointed sales manager of the Railway Division, Chicago.

You Ought To Know...

Newark Bay Bridge approaches on the Jersey Central will be equipped with automatic train-stop apparatus of a tripper type which causes an emergency brake application. Plans for installing this equipment came out of the Sept. 15 accident in which the locomotive and three cars of a passenger train fell into Newark Bay, after the engineer had failed to heed a stop signal set because the bridge's lift span was open (RA, Nov. 17, p. 20). Making the stopping action an emergency brake application, instead of only the full-service application usual in a.t.s. installations, was authorized by an ICC order in Ex Parte 171, the proceeding which covers the Commission's signaling regulations.

Railroads took a beating in 1958, one of their worst business years since the depressed 1930's, according to AAR President Daniel P. Loomis. Class I railroad carloadings declined 15 per cent, passenger traffic 10 per cent and net income about 20 per cent under 1957. Return on net investment sank to 2.7 per cent. Mr. Loomis sees "gradual improvement" for 1959.

Permission to drop 29 Sunday and 21 Saturday trains has been asked by the Chicago, South Shore & South Bend. Remaining weekend trains would provide hourly service. CSS&SB estimates its passenger loss at $500,000 per year.

Rail Review and Report, a monthly publication of the Brotherhood of Locomotive Firemen and Enginemen, will bow in with an issue entitled "Railroads or Byroads?" This issue will deal with the "serious problems resulting from an unbalanced transportation policy."

A 66 per cent increase in the nation's piggyback flatcar fleet is predicted for 1959 by H. H. Rogge, president of American Car and Foundry Division, ACF Industries, Inc. Current and planned orders, he says, indicate an increase from 6,000 to 10,000 cars. One reason for piggyback's popularity, in Mr. Rogge's view: TOFC cars are averaging 175 miles a day in service (some up to 450 miles) compared with the 47-miles-per-day average for all freight cars.

Commuter line proposals for more freedom in pricing and service matters have won the endorsement of the Chicago Association of Commerce and Industry (RA, Nov. 24, p. 73). Still under study by the association: railroad proposals for tax relief; and "the future of electric lines," including the Chicago, Aurora & Elgin, Chicago North Shore & Milwaukee, and Chicago, South Shore & South Bend.

Another setback has come to the ORT and its fight to prevent consolidation of stations. The union sought postponement of the effective date of an Iowa Commerce Commission order permitting station dualizations on the Rock Island (RA, Dec. 15, 1958, p. 7). An Iowa district judge, however, turned down ORT's petition for a temporary injunction. His reasoning: dualization negotiations have been going on for six and a half years and "it may well be questioned" whether additional time could produce results.

C&NW's 42,000 commuters have seen great changes in their service during the past month—now they're seeing great changes in the terminal they use twice a day. North Western is sandblasting the big station for the first time since it was built in 1911. And commuters are finding that under the dirty grey coating the building is actually what C&NW describes as a "delicate shade of tan with undertones of light rose." North Western expects to complete the job by the end of January, barring extreme weather conditions.

Sen. George A. Smathers is the first recipient of the new Seley Transportation Award, given in recognition of outstanding service to transportation during the past year. He'll receive the award at a Transportation Association of America institute in Chicago Jan. 14.

Carload private auto business is the target of the Kansas City Southern's latest drive for passengers. Effective Jan. 5, KCS is making "party" fares available to groups of five. For such groups, the one-way fare will be good for a round trip. Previously, party fares were available only to groups of 30 or more.

Not all Milwaukee commuters saved ticket stubs during the years in which a 21 per cent fare hike was being protested (RA, Feb. 3, p. 32). Some $650,000 was available for refund when the increase was thrown out—but $229,656 still remains in the fund. A federal court has ordered that the money be applied to court expenses of the Milwaukee Commuters Association. After that payment, the railroad can keep what's left.

The second quarter century of the B&O's Cooperative Traffic Program began with the New Year. CTP was designed to enlist every employee as an aide for passenger and freight sales contact. Over the years, the B&O says, CTP activity has secured added revenue of about $1 million a year.

Rail-truck coordination is being studied by the CPR. Being considered are "changes in organizations, administration, methods of operation, facilities and equipment, to be used for all less than carload traffic."

More new railway miles than any other railroad on the continent is the post-World War II claim of the CNR. The year 1958 saw a continuation of the road's track-building program. In Manitoba, for instance, work is now under way and will be completed in 1960 on a 52-mile branch line from Optic Lake to Chisel Lake.

CLASSIFIED ADVERTISEMENTS

Rates: $10 per column inch (1" deep x 1⅝" wide)
Equipment used or resale acceptable in this section

FOR SALE
REBUILT
RAILROAD CARS FOR INTERPLANT USE
GONDOLAS • BOX • FLAT
ERMAN-HOWELL DIVISION
LURIA STEEL & TRADING CORP.
332 South Michigan Avenue
Chicago 4, Illinois
WEbster 9-0500

CLEANING EQUIPMENT

For railroad car, diesel engines and tank car cleaning. Hot "jet-stream" cleaning, with Sellers Hydraulic Jets. Send for Bulletin 424-B.

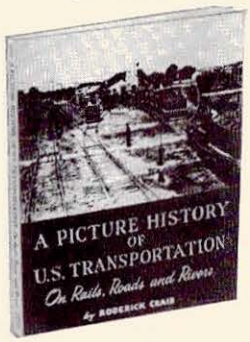
Sellers Injector Corp.
1603-R Hamilton Street
Philadelphia 30, Pa.

BUY
U. S.
SAVINGS
BONDS

Examine Free!
A PICTURE HISTORY OF U. S. TRANSPORTATION

by R. H. Craib associate editor of *Railway Age*

Just Published! A great new treasury of railroad lore and pictures for train enthusiasts and hobbyists.



CONTENTS

1. In the Beginning
2. Mass Transportation is Born
3. Opening the Promised Lands
4. New Logistics and the War
5. Linking the Coasts
6. The Great Railroad Empires
7. Control in the Public Interest
8. The New Technology
9. The Local Awakening
10. Period in Transition
11. Modern Times

Here is a fascinating pictorial history of American transportation, with major emphasis on the 19th century. Most of the pictures in the volume show railroads and railroading, because the story of the 19th century is largely the story of railroading. Other methods of transportation have not been overlooked, however, and many of the luxuriously reproduced illustrations feature interesting and unusual scenes in the history of water transportation and the progress of highway and air transportation.

A lively and entertaining story accompanies the 225 illustrations, and photograph captions give complete factual data. The earliest photographs, some of them extremely rare and never before published in book form, date from about 1840—the time when the revolution in transportation was just getting under way.

The book is beautifully designed and printed in a large format—9"x12"—to do full justice to the wonderful photographs.

DON'T SEND A PENNY!

Just mail the coupon for a copy of this valuable treasury of transportation lore. Read it over for 10 days at our expense. See if it's not a book you'll be referring to again and again. Then, mail us your check. If for any reason you're not satisfied, return the book and owe nothing. But don't delay—mail the coupon now!

10-DAY FREE TRIAL

Simmons-Boardman Pub. Corp., Dept. T-11
30 Church Street, New York 7, N. Y.

Please send me a copy of A PICTURE HISTORY OF U. S. TRANSPORTATION for a 10-day Free Examination. At the end of that time I'll either remit $6.00 plus postage, or return the book and owe nothing.

Name .....
Address .....
City ..... Zone ..... State .....

SAVE! Send $6.00 now and we'll pay postage. Refund and return privilege guaranteed.

REBUILT

RAILWAY CARS

70 TON GONDOLA CARS

50 TON GONDOLA CARS

70 TON HOPPER CARS

IMMEDIATE DELIVERY

ARTHUR EQUIPMENT CO.
P.O. BOX 274
CHICAGO HEIGHTS, ILL.
Phone SKyline 5-9030

Robert W. Hunt Company
ENGINEERS
Inspection—Tests—Consultation
All Railway Equipment
General Offices:
810 S. Clinton Street
CHICAGO 7
All Principal Cities

3000 APPRENTICES IN TRAINING

They are employed by the railroads which use our texts and grading service to train *all* their apprentices. Staffed by railroad men since 1909. The Railway Educational Bureau offers a complete 3- or 4-year program of technical lessons—from blueprint reading through Diesel Maintenance. All texts written with simplicity plus technical accuracy for on-the-job learning. Description of plan followed and fields covered sent without obligation. Special programs are available for individual employees preparing for advancement. The RAILWAY EDUCATIONAL BUREAU, 1809 Capitol Avenue, Omaha 2, Nebraska.

LOCOMOTIVES & LOCOMOTIVE CRANES

1—25 Ton Diesel Electric Locomotive
1—45 Ton G.E. Diesel Electric Locomotive
1—25 Ton Ohio Diesel Locomotive Crane
1—30 Ton Browning Diesel Locomotive Crane
1—25 Ton Bay City 190T61 Truck Crane

B. M. WEISS COMPANY
Girard Trust Bldg.
Philadelphia 2, Pa.

Stop Creeping Nationalization—Now!

Government ownership of the American railroads would be a national calamity. Any railroad policy which invites such an eventuality is to be avoided like the plague. This is one point, at least, on which railroad opinion and that of the business community are unanimous.

What, then, are the causes which have led to railroad nationalization in other countries? One of the most frequent has been impoverishment of the private companies. When they become unable to offer service people believe they have to have, and of acceptable quality—then government take - over comes easy.

Government ownership as a result of impoverishment is no phony dragon. Only a few years ago the Long Island narrowly escaped being taken over by New York State, and was saved by a drastic tax reduction. Today, there are other railroads in almost as precarious a position—as far as their passenger service is concerned—as the Long Island was in 1954.

Practically every railroad management has an outlook on the "passenger deficit" which differs from that of its neighbors. A few railroads have so little passenger volume that their losses are insignificant. Others are enjoying a healthy growth in freight traffic—and are inclined to look upon a limited amount of high-grade passenger service as a public relations instrument, worth its cost.

Some railroads are a lot more alert than others in seeking out places where their passenger business has definite growth opportunities—and in exploiting these opportunities.

But go ahead and trim down the size of the problem as far as you can, by eliminating the railroads that are not endangered. You will still have left an industry problem big enough to command all available brain power, will power and good will. The irreducible problem is that there are some important railroads (1) with a depression in freight revenues that gives them no fat to live on; (2) with an above-average passenger volume and an above-average deficit; or (3) with commuter services that can neither pay their own way nor be discontinued.

This situation is the whole industry's concern. No one company, however prosperous and well equipped, can serve its customers to their satisfaction, if its connections are in a bad way.

Maybe one way out of the dilemma (we doubt it) would be to sell the commuter lines to state and local transit systems. One of these days the people in the Pentagon may take their eyes off the moon a few minutes and look at the USA. When they do, they will discover that there is a lot of railroad passenger service, besides commutation, that is indispensable to national safety.

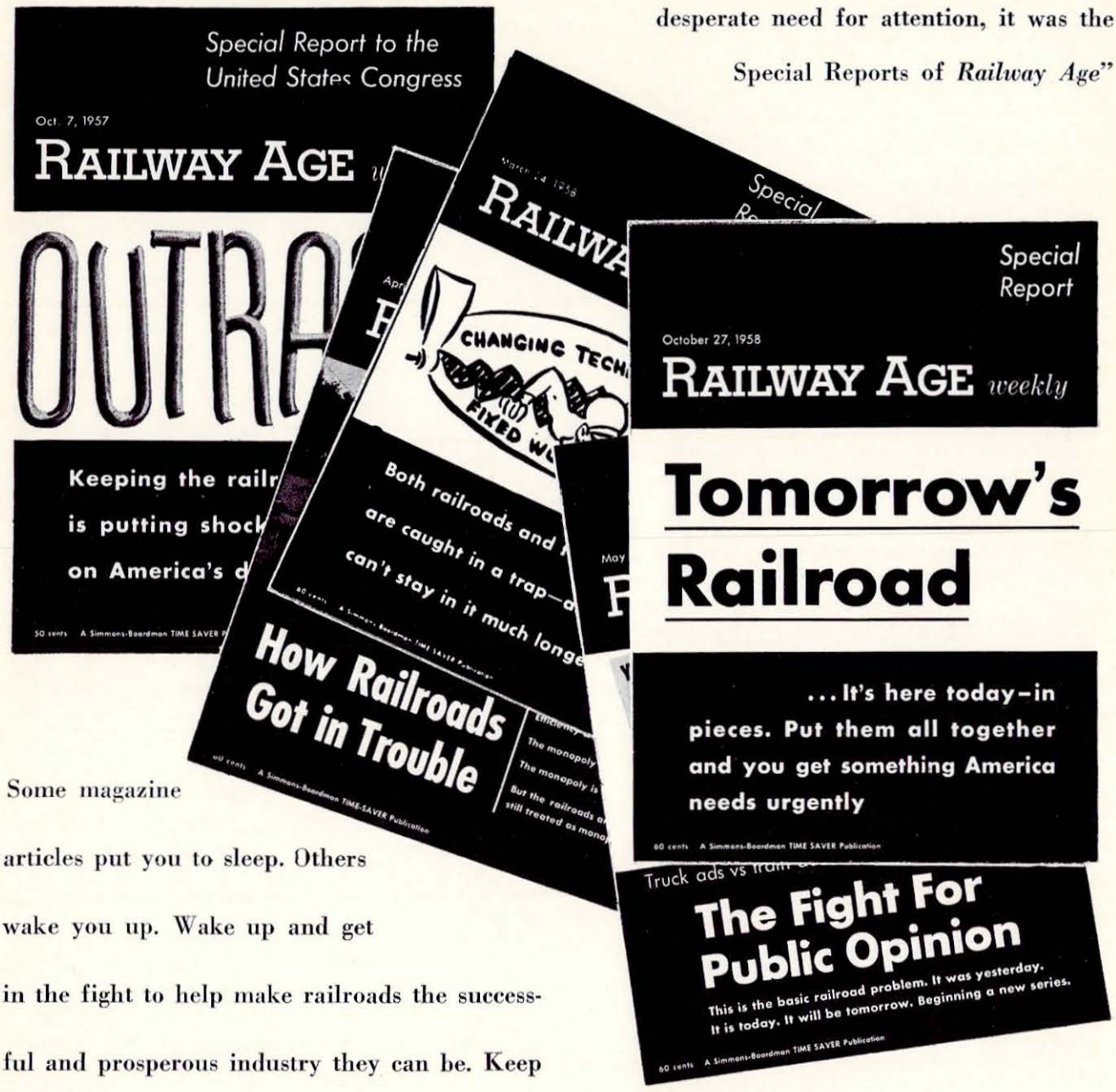
There's more than one approach to this problem. In a major article in this issue we've endeavored to outline the case for government participation in its solution. If there's a more practicable or promising alternative, we'd gladly publicize it. But some decision, soon, is unavoidable.

The diversity of opinion on this question by railway leaders is more apparent than real. Most of them oppose "subsidies." Those who say they don't mind subsidies—when questioned more closely, concede that all they're really after are indemnities against loss in providing a community service they're forced to provide. Payments to a railroad to indemnify them against losses from passenger service they're required to give just isn't a subsidy to railroads.

IT'S GOVERNMENT'S BABY: Nobody dislikes socialism any more than railroaders do—and this paper agrees with them. The railroads face the practical problem, however, of surviving and thriving in a socialistic environment. The only way they can do it is to insist on being paid for every service they perform—for communities and government, as well as individual customers. Hard mental labor —with a generous admixture of good will—can work out the solution to this problem. And 1959 is the year to do it.

Fighting for a new age of railways

"if anything woke America up to the railroads' desperate need for attention, it was the Special Reports of *Railway Age*"


Special Report to the United States Congress
Oct. 7, 1957
RAILWAY AGE
Keeping the railr
is putting shock
on America's d
50 cents A Simmons-Boardman TIME SAVER
CHANGING TECH
FIXED WI
Both railroads and
are caught in a trap—
can't stay in it much longe
How Railroads Got in Trouble
60 cents A Simmons-Boardman TIME-SAVER Publication
Special Report
October 27, 1958
RAILWAY AGE weekly
Tomorrow's Railroad
...It's here today—in pieces. Put them all together and you get something America needs urgently
60 cents A Simmons-Boardman TIME SAVER Publication
Truck ads vs train
The Fight For Public Opinion
This is the basic railroad problem. It was yesterday. It is today. It will be tomorrow. Beginning a new series.
60 cents A Simmons-Boardman TIME SAVER Publication

Some magazine articles put you to sleep. Others wake you up. Wake up and get in the fight to help make railroads the successful and prosperous industry they can be. Keep posted and well advised on what's going on in *your* industry. A personal subscription to Railway Age *assures* your not missing out on any of factual, special reports Railway Age has planned for the coming year.

10-Second Order Form

RAILWAY AGE, EMMET ST., BRISTOL, CONN.

☐ FOR ONE YEAR $4 ☐ Payment enclosed
☐ FOR TWO YEARS $6 ☐ Bill me after service begins

Name .....

Home Address .....

City ..... Zone ..... State .....

Railroad .....

Dept. ..... Title .....

Above rates apply TO RAILROAD MEN ONLY (in the U. S., Canada and Mexico) 159

Vol. 1, No. 2

Railway Executive News

Published by SERVO CORPORATION OF AMERICA, Railroad Products Division
Copyright 1958 Servo Corporation of America
20-20 Jericho Turnpike, New Hyde Park, L. I., N. Y.

NO-SMOKE IS NO LONGER SURE-FIRE JOURNAL OK

Increased use of better oils, better lubricators and tighter cover seals has created one new problem for harassed trainmen—dangerously hot journals can no longer be counted on to advertise with easily spotted smoke signals.

Many defective journal boxes using improved lubrication methods can run up unusually high temperatures without a sign of smoke. This makes it easy for them to be overlooked by track-side observers. These hot boxes can be spotted only by the SERVOSAFE Detective, which "sees" thermally.

So tricky are these smokeless hot boxes that crewmen have been fooled even after they have been brought to the exact journal by the SERVOSAFE Detective. To cope with the problem, some railroads have instituted positive check-out procedures. Crew members are required to open the lid, look inside, then report back by telephone. The wisdom of this course is proven by the many reports of visually approved boxes that burst into flame when opened. ■

Seven Hot Boxes on Three Tank Cars are Arrested by Servosafe® Detective*

Midnight. In the tower at the interlocking, Bill Randolph is just beginning his trick. Four minutes later, the SERVOSAFE® Hot Box Detective* System's recorder starts writing. That's the westbound freight, BR-1, Bill decides... picked up by the infrared trackside scanners, three miles up the line.

On the record chart, the pen is steadily making a double row of short "OK" pips. Suddenly, the long "hot box" mark... then another... then another.

Even before the pen jumps the third time, Bill is up... to set the board against BR-1.

Looking back at the record, Bill sees four more warning marks—all seven in the space of three cars, 56, 57 and 58 head.

Within minutes, BR-1 rolls past, already slowing down for the stop. Bill counts... cars 56, 57 and 58 are tankers! But he can't see any signs of trouble on his side. Could there really be *seven* hot boxes on those three cars? Only 18 months of experience with the Detective kept him from doubting. There had to be trouble!

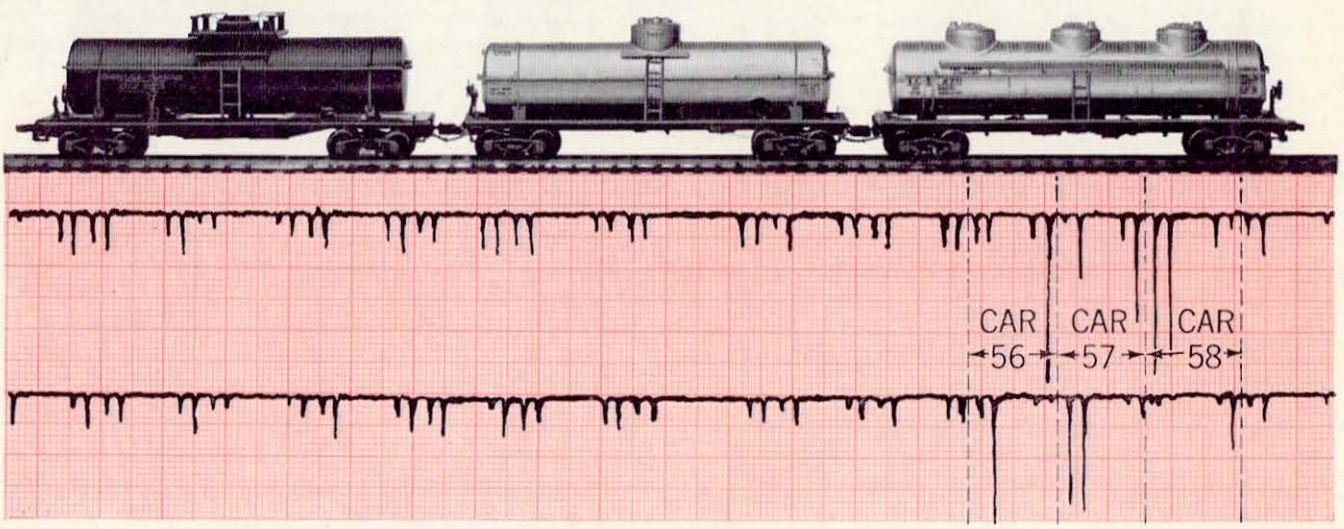
Three minutes later, when the phone rings, Bill speaks confidently. "Seven hot boxes on 3 cars," he tells the crewman. "56, 57 and 58 head cars, all tankers." He follows up with exact journal locations.

Later, Bill got the story. The three tankers were loaded with combustibles. Three boxes were blazing, three were smoking, the seventh showed nothing—but was red hot inside.

The SERVOSAFE Detective System kept BR-1 on the rails... and off the front pages of the next day's newspapers.

Round the clock, winter and summer, despite fog, rain or snow SERVOSAFE Detectives are automatically, dependably, tirelessly enabling 14 major railroads to attain faster freight movement in maximum safety.

Facts and figures that demonstrate the economies of the SERVOSAFE System are yours for the asking. ■



Actual recording of seven hot boxes on three tank cars as detected by SERVOSAFE Detective.

*U.S. & Foreign Patents Applied For